



Road Traffic
Management Corporation



annual
report

2008/09





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Vision

Improved law compliance and enhanced Road Traffic Safety in South Africa

Mission

To provide for co-operative and coordinated strategic planning, regulations, facilitation and law enforcement in respect of road traffic matters in all spheres of government

Values

- Participative
- Innovative
- Integrity
- Developmental
- Accountability
- Sustainability
- Commitment



S e c t i o n 1



Message from the Board Chairperson and the CEO



Chairperson's Review

The year under review has been one in which the RTMC has seen a significant reduction in road fatalities. This reduction could be attributed to the support of the various traffic authorities in South Africa, increased law enforcement and the voluntary behavioural change of road users. Since its inception, the Board has set as a priority to seek the co-operation of the citizens of the country to improve road safety. The Board believes that if individuals take road safety seriously and personally, this will have a far better result than law enforcement on its own. In this regard, the Board has reaffirmed its support for the Corporation's multi-faceted campaigns aimed at reducing road fatalities in South Africa and for the RTMC to be a role model for the Southern Africa Development Community (SADC) region.

In this regard, the Board has placed its confidence in the CEO, Mr. Ranthoko Rakgoale, to lead the RTMC and to continue shaping the road safety agenda in South Africa and the region. As an example, the successful implementation of AARTO is seen as a key driver for the reduction of road fatalities in South Africa and a first in the continent.

Supported by its Executive Management and Staff, the RTMC is proud to have attained successive unqualified audit report and would want to build on this achievement. This testifies to the seriousness with which the Board pursues its mandate in terms of the legislative and regulatory imperatives. The state of corporate governance in the Corporation has been proven to be satisfactory and will be maintained.

During October and November 2008, the RTMC consulted widely with public and private stakeholders involved in road traffic matters. Workshops were conducted in all nine provinces. These workshops will culminate in the hosting of a national consultative workshop later this year and recommendations from the workshops will inform the 2015 Strategy. This Strategy is anchored on, amongst others, the United Nations Millennium Development Goals, the recommendations of the Africa Conference on Road Safety (Ghana 2006), ASGISA, JIPSA and other related national priorities. The Strategy aims at halving the road fatalities by 2014, and the Board will endeavour to ensure that the necessary resources are available to the Corporation, the Provinces and the Local Authorities to ensure that this becomes a reality.

Lessons have been learnt from the hosting of the 2009 FIFA Confederations Cup, and the coming 2010 FIFA Soccer World Cup will provide the Corporation further opportunity to prove its efficacy in terms of achieving its goal of co-ordination of law enforcement. The Corporation is busy putting systems in place and also building up its human resource capacity to support this strategic objective.

On behalf of the Board, I would like to express our gratitude to the former Minister of Transport, Honourable Mr. Jeff Radebe, MP as Chairperson of the Shareholders Committee for laying down the solid foundation during the establishment phase of the RTMC and for his continued support during the current year under review. Thank you Minister and best wishes in your new post.

Our new Minister, Honourable, Mr. Sibusiso Ndebele, MP, has established a record of zero tolerance to those road users who kill and maim others through their reckless behaviour, even prior to his appointment. Strength to you Minister. The Board looks forward to the RTMC providing you with the finest service delivery in support of the example you have set.

A handwritten signature in black ink, appearing to read 'John D. Sampson', with a long horizontal flourish extending to the right.

(Dr) John D Sampson
Chairperson of the Board



CEO's Report

The 2008-2009 financial year was a fruitful one for the Corporation, commencing with the filling of all vacant senior management posts. All the posts of Senior Executive Managers; Senior Managers as well as several lower level posts, as per the organisation structure were filled towards the middle of the year. Due to the increase in the number of staff, the temporary office accommodation of the Corporation in Centurion became too small and the Corporation relocated to new premises in Silver Lakes Road, Tiger Valley, Tshwane, towards the end of July 2008.

Following the publishing of the Administrative Adjudication of Road Traffic Offences (AARTO) Regulations in June, the Act was operationalised in July 2008, commencing with a pilot in the jurisdictional area of the City of Tshwane. The purpose of the pilot is to test the functionality and verification of the procedures, processes and system prior to the national roll-out. In November the pilot area was extended to include the City of Johannesburg.

Early in the year a need was identified to review the 2006 Road Safety Strategy in terms of amongst others, the background and requirements of the 2006 Millennium Development Goals; the 2007 African Road Safety Conference; providing an enabling environment for a successful 2010 FIFA World Cup Tournament; the contribution by Road Traffic Management to the Accelerated and Shared Growth Initiative for South Africa (ASGISA); with the view to effect and fast track a reduction of unnatural causes of death on South African roads. Following the approval of the Minister; as well as with the support of the Provincial MEC's responsible for road traffic matters, highly successful 2-day workshops were conducted in each of the nine provinces from September to November 2008. These workshops were very well attended by a variety of government and private sector role-players and stakeholders who all contributed to identifying issues of concern, problems and needs in traffic management and to make recommendations for the improvement thereof. The outcome was the development of a widely consultative and well supported 2009 - 2015 Road Traffic Safety Management Plan, which will serve as a blueprint, not only for the Corporation but for all road traffic authorities at provincial and local levels of government. This 2015 Plan will help to develop strategies as well as operational and business plans over the next six years. The main aim of the 2015 Plan is to reduce road traffic deaths by 50% from 2009 to 2015.

The RTMC Board has approved the 2015 Plan for recommendation to the Shareholders Committee who will consider an approval.

Despite an increase in both the vehicle and driver populations and the level of lawlessness on our roads, the past financial year recorded a remarkable decrease in the number of fatal road crashes and fatalities. Some highlights in this regard include the following:

- The number of registered vehicles increased by 211,242 (2,30%) from 9,182,677 on 31 March 2008 to 9,393,919 vehicles on 31 March 2009.
- The number of vehicles that are un-roadworthy (but licensed) increased by 21,392 (5,68%) from 376,876 vehicles in 2008 to 398,268 vehicles in 2009.
- The number of driving licences issued increased by 333,497 (4,06%) from 8,205,987 at the end of March 2008 to 8,539,484 at the end of March 2009.
- Over the 12-month period from 1 April 2008 to 31 March 2009 the number of fatal crashes decreased by 1,013 (8,68%) from 11,674 crashes over the same period the previous year to 10,661.
- The number of road fatalities decreased by 1,006 (6,84%) from 14,713 fatalities over the same period the previous year to 13,707.

CEO's Report continued

- On a national basis, the overall road traffic offence index increased by 27,84% from an index of 5,28 in 2007 to an index of 6,75 in 2008.

Based on the successes achieved over the past year, the Corporation is confident that, with the support and contributions by its partners in road traffic management across all levels of government and in the private sector, the next year will be even more fruitful.

I would like to express my gratitude to the Board of the RTMC and staff for their continued support and hard work.

Furthermore, the support of the former Minister of Transport, Mr. Jeff Radebe, MP and the Shareholders Committee is sincerely appreciated.



Mr Ranthoko J Rakgoale
Chief Executive Officer



S e c t i o n 2



**RTMC Board Members
& Executive Committee**

Board Members



Dr. JD Sampson
Chairperson of the
RTMC Board
Chairperson of Governance
Committee



Mr. RJ Rakgoale
CEO of RTMC



Mr. MK Mafani
Chairperson of
Remuneration Committee.



Mr. A Mawela
Chairperson of Finance
and Audit Committee



Mr. H Van Tonder
Chairperson of
Safety Committee



Mr. TM Malaza
RTMC Board Member



Ms. E Du Toit
RTMC Board Member



Ms. T Mabaso
RTMC Board Member

Executive Committee



Dr. H Moyana
Senior Executive Manager:
Traffic Engineering
Information and Research



Dr. A Lucen
Senior Executive Manager:
Corporate Services



Mr. S Manamela
Chief Financial Officer



Mr. H Basheng
Chief Information Officer



Mr. T Tsholetsane
Senior Executive Manager:
Traffic Law Enforcement and
Education

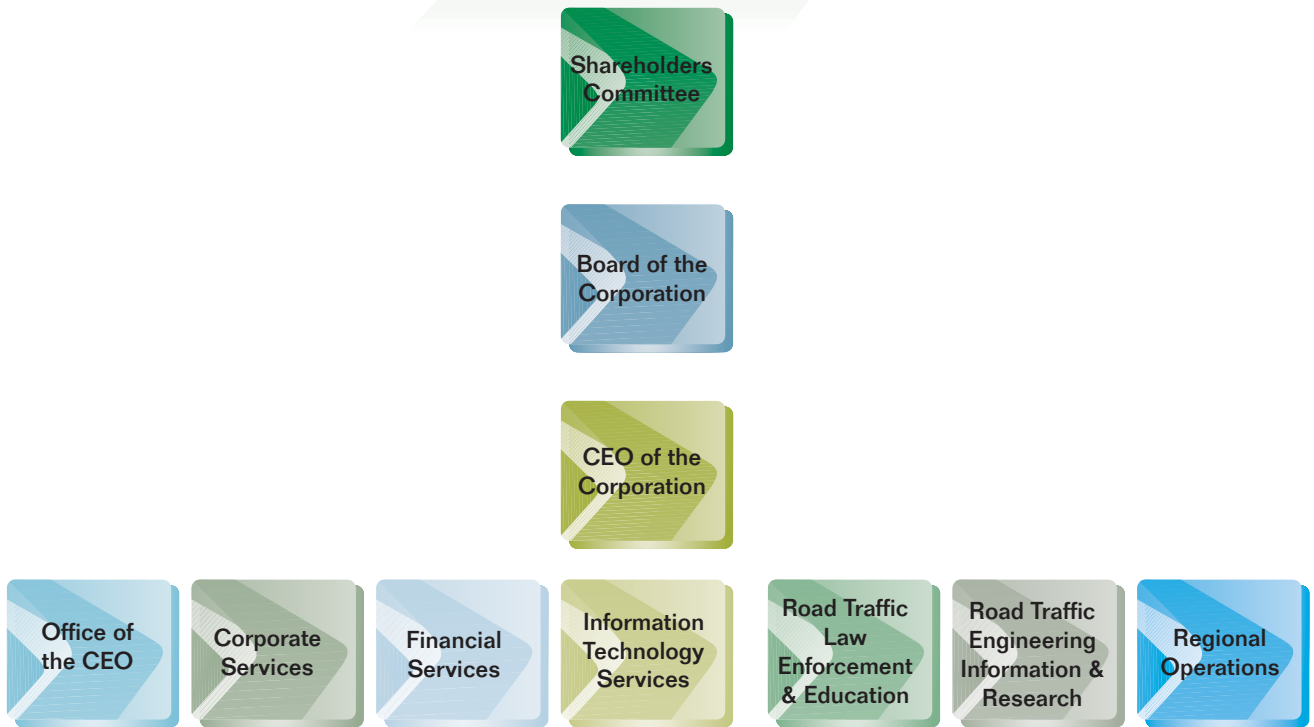


Mr. M Madzivhandila
Executive Manager:
Road Safety Communication
and Education

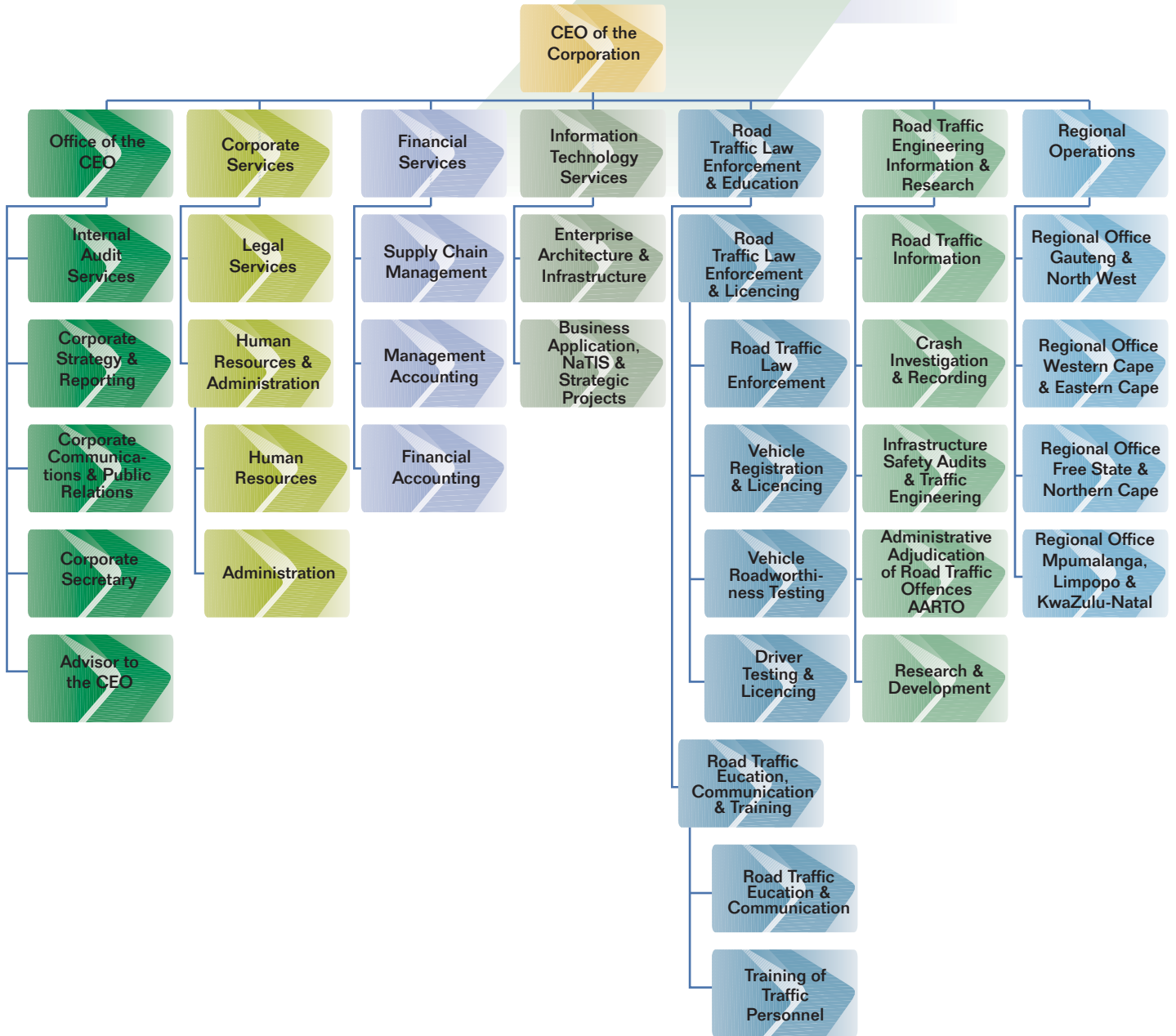


Mr. G Botha
Technical Advisor

RTMC Organisational Structure



RTMC Organisational Structure



Section 3



Human Resources Overview

Human Resources Overview

3.1. Staff complement

RTMC staff complement grew from 106 at the end of March 2008 to 140 by the end of March 2009. The organisation is confident that it is growing by appointing the right blend of staff members to deliver on its mandate. Working in a democratic dispensation gives the RTMC the opportunity of achieving a diverse workforce, broadly representative of the South African population. All attempts were made during the financial year to align the RTMC's designated groups demographics to employment equity targets.

Employment equity status by salary band (Excluding interns & learners) for 01 April 2008 to 31 March 2009

Table 1 and 2 is based on the targets prescribed by the Employment Equity Act, 55 of 1998

Table 1

PERMANENT STAFF (EXCLUDING INTERNS & LEARNERS)											
Occupational Bands	Male					Female					Total
	African	Coloured	Asian	White	Total	African	Coloured	Asian	White	Total	
Senior Management	14	1	1	1	17	3	0	1	0	4	21
Highly Skilled - Supervision	19	0	2	5	26	19	0	1	4	24	50
Highly Skilled - Production	13	2	0	0	15	42	1	0	1	44	59
Skilled	0	0	0	0	0	0	0	0	0	0	0
Lower Skilled	0	0	0	0	0	0	0	0	0	0	0
Total	46	3	3	6	58	64	1	2	5	72	130

Table 2

CONTRACT EMPLOYEES											
Occupational Bands	Male					Female					Total
	African	Coloured	Asian	White	Total	African	Coloured	Asian	White	Total	
Senior Management	0	0	0	0	0	0	0	0	0	0	0
Highly Skilled - Supervision	0	0	0	0	0	1	0	0	0	1	1
Highly Skilled - Production	5	0	0	0	5	4	0	0	0	4	9
Skilled	0	0	0	0	0	0	0	0	0	0	0
Lower Skilled	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	0	5	5	0	0	5	5	10

Interns & Learners

- No interns were employed for the period under review.

Human Resources Overview

3.2. Performance management

- The Corporation's business plan and strategic plan were linked with employees' performance agreements and personal development plans.
- The Corporation's Performance Management and Development policy was implemented. Work had commenced during the financial year on developing a revised performance management and development policy for the organisation. This policy will be finalised after the completion of the skills audit for the organisation during the 2009/10 financial year.
- The performance assessments for 2007/8 were finalised for all relevant personnel during this period (see result of the process on Table 3 below). It should be noted that the figures are based on a total number of 90 employees.

3.2.1. Performance incentives for 2008/2009 financial year as per approved PMDS policy

The table below reflects the number of employees who received performance incentives and the cost per salary band

Table 3

Salary Band	Number of Beneficiaries	% of total employees	Cost per Salary Band
Senior Management (Levels 13-16)	6	5.4	R212 599.08
Highly Skilled Supervision (Levels 9-12)	24	21.6	R451 494.07
Highly Skilled Production (Levels 6-8)	36	32.4	R307 138.56
Skilled (Levels 3-5)	None	N/A	N/A
Lower Skilled (Levels 1-2)	None	N/A	N/A
Total			R971 231.71

Development Plans for all non performance cases were developed and the relevant personnel were provided with necessary support and development to improve their performance.

3.3. Occupational health and safety

Occupational Health and Safety (OHS) Unit was established during 2008/09 financial year and an OHS Specialist was appointed. An Occupational Health and Safety pre-audit inspection of the buildings was conducted in October 2008 and a follow up legal compliance audit will be conducted in the 2009/10 financial year. The building land lord was contacted to address the gaps identified by the pre-audit inspection. This will assist the Corporation to reduce or minimise the occurrence of injury on duty.

OHS representatives were appointed, this led to the establishment of an OHS Committee in the Corporation. Ten employees were trained in First Aid and first aid boxes were placed on each floor of the RTMC buildings.

Four cases of injury on duty were reported for the financial year. Two of them were involved in car accidents while the other two slipped on the stairs of the building.

3.4. Utilisation of annual leave

The table below summarises the utilisation of annual leave. The wage agreement concluded with trade unions in the PSCBC in 2000 requires proper management of annual leave to prevent high levels of accrued leave being paid at the time of termination of service.

Tables 4 and 5 below reflect the number vacation leave days utilised by permanent staff members and contract employees respectively.

Human Resources Overview

Table 4

VACATION LEAVE UTILISATION BY PERMANENT STAFF MEMBERS									
Occupational Bands	Male				Female				Total
	African	Coloured	Asian	White	African	Coloured	Asian	White	
Senior Management (Levels 13-16)	283	18	39	27	45	0	37	0	449
Highly Skilled - Supervision (Levels 9-12)	379	0	25	129	374	0	25	55	987
Highly Skilled - Production (Levels 6-8)	290	19	0	0	708	10	0	24	1051
Skilled (Levels 3-5)	0	0	0	0	0	0	0	0	0
Lower Skilled (Levels 1-2)	0	0	0	0	0	0	0	0	0
Total	952	37	64	156	1127	10	62	79	2487

Table 5

VACATION LEAVE UTILISATION BY CONTRACT EMPLOYEES IN THE CORPORATION									
Occupational Bands	Male				Female				Total
	African	Coloured	Asian	White	African	Coloured	Asian	White	
Senior Management (Levels 13-16)	0	0	0	0	0	0	0	21	21
Highly Skilled - Supervision (Levels 9-12)	8	0	0	0	4	0	0	0	12
Highly Skilled - Production (Levels 6-8)	9	0	0	0	9	0	0	0	18
Skilled (Levels 3-5)	0	0	0	0	0	0	0	0	0
Lower Skilled (Levels 1-2)	0	0	0	0	0	0	0	0	0
Total	17	0	0	0	13	0	0	21	51

Table 6

VACATION LEAVE UTILISATION FOR SECONDED EMPLOYEES									
Occupational Bands	Male				Female				Total
	African	Coloured	Asian	White	African	Coloured	Asian	White	
Senior Management (Levels 13-16)	0	0	0	27	0	0	0	0	27
Highly Skilled - Supervision (Levels 9-12)	0	0	0	27	15	0	0	37	79
Highly Skilled - Production (Levels 6-8)	0	41	0	0	0	0	0	0	41
Skilled (Levels 3-5)	0	0	0	0	0	0	0	0	0
Lower Skilled (Levels 1-2)	0	0	0	0	0	0	0	0	0
Total	0	41	0	54	15	0	0	37	147

Human Resources Overview

Capped leave

The issue of the liability facing the RTMC with regard to capped leave was managed by documenting the history related to the matter. Legal opinion was sought and the outcome with regard to this matter will be provided for further implementation. The total monetary value in terms of the liability is R 1, 691, 225 and a further contingent liability of R 2, 651, 366 in respect of capped leave is reflected on the annual financial statement

3.5. Skills development

Talent Management was established during the year under review and a Manager: Talent Management was appointed. The Corporation embarked on a process to conduct a skills audit that will inform a meaningful and effective Workplace Skills Plan. The audit will be completed in the 2009/10 financial year.

A Bursary Committee was established constituted by all Senior Executive Managers, the Committee is responsible for adjudicating all bursary applications by staff.

The Corporation also engaged in a number of skills development programmes where personnel at different levels were exposed to different training programmes. Some of the programmes were aimed at addressing a developmental need identified during performance assessments.

Table 7 below summarises training interventions provided during the financial year and the number of employees trained per salary band.

Table 7

OCCUPATIONAL BANDS	TYPE OF LEARNING PROGRAMME	NUMBER OF EMPLOYEES TRAINED
Senior Managers, Managers	Presentation Skills	13
	First Aid	1
	Finance for Non-Finance Managers	7
	Public Relations Writing Skills	1
	Advanced Management Development Programme	17
	Excel Basic/Intermediate	5
	MS Word Basic/Intermediate	2
	Excel Advanced	7
Highly skilled production	Presentation Skills	2
	First Aid	9
	Finance for Non-Finance Managers	3
	Public Relations Writing Skills	0
	Advanced Management Development Programme	0
	Excel Basic/Intermediate	15
	MS Word Basic/Intermediate	9
	Excel Advanced	31

Human Resources Overview

3.6. Other HR related achievements

- The Staff Absorption process was completed but the skills audit information which will be available in the new financial year will also be utilized to inform the final placement of staff.
- The Employee Reward and Incentive project was also completed. On completion of this project it was decided to include the findings of the skills audit and staff absorption to augment the project.
- The Human Resources unit also embarked on a massive policy development and review project during the financial year. The project included the development of policies related to human resources as well as other components within the corporation. At the close of the financial year 41 human resources related policies and procedures had been in their final draft stage for sign off.
- Significant strides were made towards introducing and establishing an Employee Health and Wellness Programme for the Corporation. To date 90% of the planning work has been completed and the project will be launched in the 2009/10 financial year.
- The Employee Relations division was operationalised. Significant work was completed on the preparation of a Recognition Agreement which will be signed between the RTMC and the majority union, NEHAWU.

3.7. Appointments

Table 8 below shows the number of appointments per salary band.

Table 8

Occupational Bands	Male				Female				Total
	African	Coloured	Asian	White	African	Coloured	Asian	White	
Senior Management (Levels 13-16)	7	0	0	1	2	0	1	0	11
Highly Skilled - Supervision (Levels 9-12)	9	0	1	1	7	0	0	0	18
Highly Skilled - Production (Levels 6-8)	2	0	0	0	8	0	1	0	11
Skilled (Levels 3-5)	0	0	0	0	0	0	0	0	0
Lower Skilled (Levels 1-2)	0	0	0	0	0	0	0	0	0
Total	18	0	1	2	17	0	2	0	40

Human Resources Overview

3.8. Promotions

Table 9 below shows the number of promotions per salary band.

Table 9

Occupational Bands	Male				Female				Total
	African	Coloured	Asian	White	African	Coloured	Asian	White	
Senior Management (Levels 13-16)	1	0	0	0	0	0	0	0	1
Highly Skilled - Supervision (Levels 9-12)	0	0	0	0	1	0	0	0	1
Highly Skilled - Production (Levels 6-8)	0	0	0	0	0	0	0	0	0
Skilled (Levels 3-5)	0	0	0	0	0	0	0	0	0
Lower Skilled (Levels 1-2)	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	2

3.9. Disciplinary Action

Table 10 below shows the number of disciplinary action interventions per salary band.

Table 10

Occupational Bands	Male				Female				Total
	African	Coloured	Asian	White	African	Coloured	Asian	White	
Senior Management (Levels 13-16)	1	0	0	0	0	0	0	0	1
Highly Skilled - Supervision (Levels 9-12)	0	0	0	0	0	0	0	0	0
Highly Skilled - Production (Levels 6-8)	0	0	0	0	1	0	0	0	1
Skilled (Levels 3-5)	0	0	0	0	0	0	0	0	0
Lower Skilled (Levels 1-2)	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	2

Misconduct and disciplinary hearings finalised

Table 11 below reflects the number of disciplinary hearings finalised.

Human Resources Overview

Table 11

Outcomes of Disciplinary Hearings/Management Actions	Number
Correctional counselling	0
Verbal warning	0
Written warning	0
Final written warning	1
Suspended without pay	0
Fine	0
Demotion	0
Dismissal	0
Not guilty	0
Case withdrawn	0
Total	1

Table 12

Disciplinary hearings	0
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Grievances Lodged

Table 13 below reflects the number of grievances lodged.

Table 13

Total number of grievances lodged	0
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Disputes Lodged

Table 14 below reflects the number of disputes lodged.

Table 14

	Number
Number of disputes upheld	0
Number of disputes dismissed	0
Total number of disputes lodged	0

Strike Actions

Table 15 below reflects the number of days lost on strike actions.

Human Resources Overview

Table 15

	Number
Total number of person working days lost	0
Total cost (R'000) of working days lost	0
Amount (R'000) recovered as a result of no work no pay	0

3.10. Resignations

Table 16 below reflects the number of resignations per salary band

Table 16

Staff resigned voluntarily to take up other positions.

Occupational Bands	Male				Female				Total
	African	Coloured	Asian	White	African	Coloured	Asian	White	
Senior Management (Levels 13-16)	1	0	0	0	2	0	0	0	3
Highly Skilled - Supervision (Levels 9-12)	0	0	0	0	0	0	0	0	0
Highly Skilled - Production (Levels 6-8)	0	0	0	0	1	0	1	0	2
Skilled (Levels 3-5)	0	0	0	0	0	0	0	0	0
Lower Skilled (Levels 1-2)	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	3	0	1	0	5

3.11. Termination of services by death

Table 17 below reflects the number of termination by death per salary band.

Table 17

Occupational Bands	Male				Female				Total
	African	Coloured	Asian	White	African	Coloured	Asian	White	
Senior Management (Levels 13-16)	0	0	0	0	0	0	0	0	0
Highly Skilled - Supervision (Levels 9-12)	0	0	0	0	0	0	0	0	0
Highly Skilled - Production (Levels 6-8)	0	0	0	0	2	0	0	0	2
Skilled (Levels 3-5)	0	0	0	0	0	0	0	0	0
Lower Skilled (Levels 1-2)	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	0	2

S e c t i o n 4



Corporate Governance Report

Corporate Governance Report

4.1. Corporate governance report

The mandate and legislative framework

The Road Traffic Management Corporation Act, 1999 (Act No. 20 of 1999), ("the Act") was passed by Parliament in 1999. The main purpose for passing this Act was to pool together powers and resources and to eliminate the fragmentation of responsibilities for all aspects of road traffic management across the various levels of Government.

The Road Traffic Management Corporation ("Corporation") derives its mandate from the provisions of the Act. The Act provides, in the public interest, for co-operative and coordinated strategic planning, regulation, facilitation and law enforcement in respect of traffic matters by the national, provincial and local spheres of government.

The objectives and functions of the Corporation are also steered by a broad legislative framework including Acts and directives such as the Public Finance Management Act (PFMA), National Land Transport Transition Act, the National Road Traffic Act and the Companies Act. The RTMC strives to adhere to the statutory duties and responsibilities imposed by this legislative framework and to also be guided on best practices by the King Report on Corporate Governance for South Africa – 2002 (King II) and the by the Protocol on Corporate Governance in the Public Sector – 2002.

Each year the RTMC, in consultation with the Minister of Transport, has to agree upon its key performance objectives through the Performance Agreement measures and indicators in line with treasury regulations under the PFMA. These annual targets are annexed to a list of principles agreed between the RTMC and its Shareholder. The Performance Agreement promotes good governance by helping to clarify the roles and responsibilities of the Board and shareholders and ensures consensus on the RTMC's mandate and key objectives.

Part of the requirements of the Performance Agreement is that the RTMC must submit its MTEF strategic and financial plan, followed by quarterly reports and an annual report, which reports on achievement of the objectives as stipulated both in the performance agreement and the strategic plan. The RTMC complied with these provisions and submitted all required reports as per the performance agreement and the 2008/09 business plan.

The following is a summary of the key corporate governance processes of the Corporation for the year ended 31 March 2009.

The shareholders committee

The Shareholders Committee is composed of the following persons:

- The Minister of Transport;
- Every provincial MEC who is responsible for matters connected with road traffic; and
- Two representatives nominated by the national organisation recognised in terms of section (a) of the Organised Local Government Act, No. 52 of 1997.

Corporate Governance Report

The role of the shareholders committee

- The Shareholders Committee is a forum through which the national, provincial and local spheres of government co-operate with each other or with other persons or bodies concerned with road traffic matters.
- The Committee is responsible for directing and guiding the proper functioning of the Corporation in the public interest and for reflecting, in its decision-making procedures, the spirit of co-operation and mutual trust as contemplated in the Constitution of the Republic of South Africa.

During the year under review, the Shareholders Committee did not meet. However, with the coming in of the new administration under the new presidency that saw the appointment of a new Minister and new MECs, plan are underway to regularise its meeting.

Board of directors

The Board subscribes to and is committed to ensuring that the Corporation complies with the principles and standards set out in the code of corporate practices and conduct expressed in the King Report on Corporate Governance for South Africa-2002 ("King II").

The Board exercises effective control over the Corporation and gives strategic direction.

Key responsibilities of the Board assisted by its Board Committees are to:

- Approve the Corporation's strategy and objectives and monitor / review the implementation thereof;
- Approve and annually review the Corporation's delegation of authority;
- Annually review corporate governance processes and assess the achievement of these against objectives set;
- Annually review its charter and approve changes to the charters of the Board Committees;
- Annually review and approve Directors remuneration in line with the proclamations by the Department of Transport;
- Be accountable for financial, operational and internal systems of control and overall risk management;
- Approve audited annual financial statements;
- Approve the annual Performance Agreement with the Shareholders Committee;
- Be responsible for ensuring that the Corporation complies with all relevant laws, regulations and the Code of Conduct and Ethics;
- Appointment, removal and/or suspension of the CEO.

The Board comprises of a majority of non-executive directors with different skills, professional knowledge and experience. For details on the composition of the Board and changes to such during the financial year ended 31 March 2009, the frequency of meetings and attendance thereof, refer to Table 18 below.

The roles of the Chairman of the Board and the Chief Executive Officer ("CEO") are separated, thereby ensuring a clear division of responsibilities at the head of the Corporation.

All directors were appointed on 1 January 2007 on a five-year term. The Board operates in terms of the charter, which defines its duties, responsibilities and powers. The charter is reviewed annually. During the year under review self-evaluation templates on the effectiveness of the Board and committees were developed. The evaluation templates will be implemented in the next financial year, and the process will entail the evaluation of the Chairman by the other directors. It is envisaged that an evaluation of individual non-executive Directors' performance will be conducted on a bilateral basis between the Chairman and each Director.

Corporate Governance Report

Non-executive directors offer independent judgment and, apart from their fees, there are no extraneous factors that could materially affect their judgment. If there is an actual or potential conflict of interest, the Director (executive or non-executive) concerned, after declaring his or her interest, is excluded from the related decision-making process. There were no conflicts of interest from the declarations made by non-executive directors in the period under review.

The non-executive directors of the Board, barring those who are in the public service or employed by the state-owned entities are remunerated on the basis of Board and Board Committees' meetings attendance and preparation, as determined by the Department of Transport in accordance with National Treasury instructions.

Company secretary

The appointment and removal of the Company Secretary is a matter for consideration by the Board. The Company Secretary ensures that statutory and regulatory procedures are complied with. The Company Secretary provides a central source of advice and guidance on business ethics and compliance with good corporate governance, assisting the Board as a whole and its members individually with guidance as to how their duties, responsibilities and powers should be adequately discharged and exercised in the best interest of the Corporation. If necessary, Directors are entitled to obtain independent professional advice at the Corporation's expense.

The Company Secretary also maintains and regularly updates a corporate governance manual, copies of which are distributed to all directors, and organises and conducts a Board approved induction programme to familiarize new Directors with the Corporation's operations, their fiduciary duties and the Corporation's corporate governance processes.

The draft corporate governance manual was developed during the year and is comprised of the following:

- Corporate governance framework;
- Board Charter and Board Committees' charters
- Corporate governance tools incorporating:
 - o Meeting standards operating procedures
 - o Submission and meeting administration template
 - o Board and Board Committees' evaluation templates
 - o Compliance checklists

The Company Secretary assists the Board in developing a training framework annually to assist the non-executive directors with continuous development as directors.

The reporting Company Secretary for the year under review was Mr. T.R. Ramagoma.

4.2. Board committees

To assist the board in carrying out its duties and responsibilities, a number of Board Committees were created. This does not relieve the Board of any of its responsibilities. These Committees all operate in terms of approved charters, which define their roles. All Board Committee Charters were reviewed during the year under review and changes thereto would be made subject to Board approval.

For detail on the composition of Board Committees, frequency of meetings and attendance thereof, refer to Table 18 hereunder.

Further details on the Board committees are also provided below.

Corporate Governance Report

4.2.1. Effectiveness of board and board committees

During the year under review the referral system was implemented for decision tracking, analysis and implementation to ensure that there are adequate processes to monitor operations. This saw the development of the resolution tracking document, which also serves as a channel of communication between the Corporation, Executive Management and the Board in providing guidance and control over the direction of the Corporation.

In line with the referral system, the performance of Board Committees, based on their duties and responsibilities as set out in their respective charters, will be evaluated annually by means of a developed self-evaluation process, the results of which will be discussed at the Board Committee concerned and then reviewed and approved by the Board.

4.2.2. Audit Committee

The Audit Committee comprises of two non-executive directors, after the resignation of one director in the period under review. One of the members acts as the Chairperson of the Committee. The Chief Executive Officer ("CEO") who is not a member attends Audit Committee meetings as a standing invitee.

The Audit Committee meetings are held at least four times per annum. The meetings of the Committee are attended by the head of Internal Audit, the External Auditors, the head of Corporate Strategy and the Chief Financial Officer. The Committee is at liberty to hold meetings without management and/or with selected representatives from management. The Chief Financial Officer, head of Internal Audit, any member of the Executive Committee and the External Auditors has unrestricted access to the Chairperson of the Committee.

As defined in its charter, the primary objective of the Committee is to assist the Board to fulfill its responsibilities relative to:

- Financial control and reporting;
- Corporate governance;
- Risk management; and
- Compliance with statutory and regulatory legislation.

Inter alia, the Committee reviews accounting policies, the audited financial statements, internal and external auditors' reports, the adequacy and efficiency of internal control systems, the effectiveness of management information systems, the internal audit process and the Corporation's continuing viability as a going concern. The Committee monitors the principles for the use of External Auditors for non-audit services.

The Committee has fulfilled its responsibilities in terms of its charter during the year under review. The Audit Committee has satisfied itself as to the independence of the external auditors.

4.2.3. Finance and risk committee

The Committee's primary objectives as defined in its charter are:

- To ensure financial management and reporting practices for the Corporation as stipulated in the PFMA;
- To ensure compliance with laws, regulations and ethics
 - Review policy documents which should incorporate compliance with laws, regulations, ethics policies and rules regarding conflict of interest;
 - Monitoring developments and changes in the various rules, regulations and laws which generally relate to the Corporation's operations
- To ensure internal controls and management of risks.

Corporate Governance Report

4.2.4. Remuneration committee

The Committee comprises of three non-executive directors, excluding the Chairman of the Board. A non-executive member chairs this Committee and the CEO attends all Committee meetings by invitation.

As defined in its charter, the Committee's primary objectives are to:

- Assist the Board in determining a broad policy on executive remuneration and for the fixing of remuneration packages for the Corporation;
- Ensure the implementation and adherence to sound human resources and remuneration practices;
- Assist the Board in reviewing the non-executive Directors fees.

4.2.5. Safety committee

This Committee comprises three non-executive Directors, and the Chairman is a non-executive Director who is not the Chairman of the Board.

As defined in its charter, this Committee's primary objectives are to:

- Review, analyse and advise the Board on incident and crash reports;
- Oversee the functioning of the crash and investigations unit;
- Review amendments to the Road Traffic Legislations;
- Deal with matters affecting road traffic safety and security;
- Maintain vigilant oversight of the implementation of Traffic Law Enforcement, Traffic Engineering and Investigation policies and business plans by management.
- Monitor the performance of Traffic Law Enforcement and Traffic Engineering and Investigation Branches in accordance with the approved business plans.

4.2.6. Governance committee

The Committee is responsible for:

- Ensuring and overseeing a transparent and effective means for maintaining a suitably qualified and committed Board and Committee members;
- Continuous assessment of the Board's composition; and
- Oversee the implementation and adherence to a sound corporate governance imperatives in the Corporation;
- Establish a formal and transparent procedure for developing policies and procedures for the Corporation;
- Monitors the performance of Legal Services and the Corporate Secretariat on corporate governance.

4.2.7. Executive committee (EXCO)

EXCO determines the agenda of the Board and Board Committee meetings and approves all reports for such meetings. The CEO, takes responsibility for senior management appointments and of the monitoring and evaluation of their performance. EXCO manages the business and affairs of the Corporation through the implementation of strategies and policies as well as allocates the necessary resources to achieve same.

Corporate Governance Report

EXCO is responsible for addressing on a day-to-day basis the following issues:

- regulating the activities of road traffic management in general;
- maintaining and promoting of standards in the sector;
- setting essential, but attainable, minimum norms and standards for approval;
- assisting, protecting and empowering road users and the general public by ensuring that they are aware of their rights and obligations in relation to road safety;
- furnishing practical broad-based support to all previously disadvantaged communities whilst strongly promoting principles underlying employment equity and black economic empowerment;
- striving for consistency and excellence in management including the optimal and cost effective utilisation of scarce resources;
- providing effective industry support; and
- ensuring the Corporation employees, contractors and consultants are honest and capable service providers.

4.2.8. RTIA board

In pursuit of the strategic implementation of the Administrative Adjudication of Road Traffic Offences (AARTO) on a pilot phase, Section 6 of the AARTO Act, 1998 providing for the establishment of the Road Traffic Infringement Agency (RTIA) Board, was achieved with the appointment of the Interim Board. After appointment by the Minister, the Interim Board assumed duty in June 2008. The Interim Board of the RTIA includes two advocates representing the National Prosecuting Authority and the Department of Justice respectively. The Interim Board has been operating efficiently and five (5) meetings were held between 19 June 2008 and 31 March 2009.

One of the first key tasks undertaken by the Interim Board was the appointment of the Registrar as provided for in Section 8 of the Act. Consequently, the Interim Board appointed the Registrar who immediately assumed duty to provide leadership on the strategic direction for the implementation of the AARTO pilot in the Municipalities of Tshwane and Johannesburg, as well as the further rollout throughout the country

4.3. Internal Audit Function

The head of Internal Audit, who reports to the Audit Committee, performs the function independently from any other function in the Corporation. He has direct and unrestricted access to the Chairperson of the Audit Committee, the CEO and the Chairperson of the Board.

The Audit Committee reviewed during the year the Internal Audit Committee Charter, which governs internal audit's activity in the Corporation. The charter defines the role, objectives, authority and responsibility of the Internal Audit function. Internal Audit audits the adequacy and effectiveness of control and governance processes throughout the corporation. Any significant or material control weaknesses are reported to management and the Audit Committee for consideration and the necessary remedial action.

To compliment the Internal Audit function, the Corporation entered into a co-sourcing agreement with Grant Thornton to provide internal audit skills whilst the Corporation is still building its own internal audit capacity. The contract lapsed in May 2009 and Internal Audit will deliver on its mandate through the internal recruited staff. Audits were conducted as per the rolling audit plan; the results and recommendations were tabled at the Audit Committee.

4.4. Stakeholder Engagement

As a Corporation we recognise that our activities do not exist in a vacuum and that a wide range of stakeholders will both affect and be affected by the organisation. We embrace the range of interests of our various stakeholder groups, while

Corporate Governance Report

continually seeking to maintain and enhance social, economic and environmental value.

We remain committed to a policy of effective communication and engagement with all our stakeholders and welcome dialogue with them. Ongoing interaction enables the organisation to satisfy stakeholder needs, meet regulatory requirements and play a more significant role in the development of road traffic safety infrastructure.

A comprehensive stakeholder engagement exercise was done during the development of the 2015 Road Traffic Safety Management Plan, and this has resulted in the Corporation having a comprehensive stakeholder's database. A process of prioritising and determining strategies of continuous engagement will be finalised during the 2009/10 financial year

4.5. Compliance Function

The statutory compliance function provides the Board of Directors and management of the Corporation with monitoring mechanisms for identifying risks and assessing controls appropriate to managing such risks.

In the year under review, a number of compliance checklists have been developed as aforementioned. This assisted in ensuring that the Corporation is not adversely exposed to legislative and financial risks, and that financial and non-financial information utilised within the Corporation is reliable.

Nothing has come to the attention of the Board of Directors to indicate the existence of any material non-compliance in this regard.

4.6. Corporate Social Investments

The Corporation did not engage in any corporate social investment projects, the process of identifying relevant organisations is underway and the actual activities will be implemented in the 2009/10 financial year.

Corporate Governance Report

KEY	
✓	Present
A	Absent (By apology)
-	Not Applicable
Sp Mtng	Special Meeting

Table 18

RTMC BOARD OF DIRECTORS MEETINGS						
Members	26/05/08	13/08/08	10/09/08	01/12/08	12/02/09	17/03/09 (Sp Mtng)
Dr J Sampson (Chairperson)	✓	✓	✓	✓	✓	✓
Ms TP Mabaso	✓	✓	A	A	✓	✓
Mr R Rakgoale (CEO) Executive Director	✓	✓	✓	✓	✓	✓
Mr A Mawela	✓	✓	✓	✓	✓	A
Mr H van Tonder	✓	✓	✓	✓	✓	✓
Mr TM Malaza	✓	✓	A	✓	✓	✓
Mr M Mafani	✓	✓	✓	✓	✓	✓
Ms EM du Toit	✓	✓	✓	✓	✓	✓

SAFETY COMMITTEE MEETINGS			
Members	28/07/08	21/01/09	11/03/09
Mr van Tonder (Chairperson)	✓	✓	✓
Ms EM du Toit	✓	✓	✓
Ms T Mabaso	-	✓	✓
Mr R Rakgoale (CEO)	-	-	-

AUDIT COMMITTEE MEETINGS					
Members	22/05/08	06/08/08	08/12/08	11/02/09	06/03/09 Visits
Mr A Mawela (Chairperson)	✓	✓	✓	✓	✓
Ms M Mokate	✓	✓	✓	✓	✓
Mr D Coovadia	A	A	A	A	A
Mr R Rakgoale	✓	✓	-	✓	-

FINANCE & RISK COMMITTEE MEETINGS				
Members	22/05/08	08/12/08	11/02/09	16/03/09
Mr A Mawela (Chairperson)	✓	✓	✓	✓
Mr TM Malaza	✓	✓	✓	✓

Corporate Governance Report

KEY	
✓	Present
A	Absent (By apology)
-	Not Applicable
Sp Mtng	Special Meeting

REMUNERATION COMMITTEE MEETINGS				
Members	08/04/08 Sp Mtng	22/07/08	04/09/08	17/11/08
Mr M Mafani (Chairperson)	✓	✓	✓	✓
Mr T. M Malaza	✓	✓	✓	✓
Ms E.M Du Toit	✓	✓	✓	✓
Mr R.J Rakgoale	✓	✓	✓	✓

INTERIM RTIA BOARD MEETINGS						
Members	19/06/08	30/06/08	30/07/08	23/10/08	22/01/09	12/03/09
Mr A Mawela (Interim Chairperson)	✓	✓	✓	✓	✓	✓
Mr TM Malaza	✓	✓	✓	✓	✓	✓
Dr JD Sampson	A	✓	A	A	✓	A
Adv T Dicker	A	✓	✓	✓	A	✓
Adv P du Rand	✓	✓	A	A	✓	✓
Mr RJ Rakgoale (Registrar)	✓	✓	✓	✓	✓	✓

GOVERNANCE COMMITTEE MEMBERS
No meetings held for th 08/09 financial year

Corporate Governance Report

ATTENDANCE OF MEETINGS FOR DEFFERENT COMMITTEES AND BOARD MEETINGS													
	Date of appointment	RTMC Board of Directors		Audit Committee		Safety Committee		Finance & Risk Committee		Remuneration Committee		Interim RTIA Board	
		A	B	A	B	A	B	A	B	A	B	A	B
Dr JD Sampson (RTMC Board Chairperson also Interim RTIA Board Member)	1/01/07	6	6	-	-	-	-	-	-	-	-	6	2
Mr TM Malaza (RTMC and Interim RTIA Board Member)	1/01/07	6	5	-	-	-	-	4	4	4	4	6	6
Mr M Mafani	1/01/07	6	6	-	-	-	-	-	-	4	4	-	-
Ms TP Mabaso	1/01/07	6	4	-	-	3	2	-	-	-	-	-	-
Ms EM du Toit	1/01/07	6	6	-	-	3	3	-	-	4	4	-	-
Mr A Mawela (RTMC Board Member and Interim RTIA Chairperson)	1/01/07	6	5	5	5	-	-	4	4	-	-	6	6
Mr D Coovadia	1/01/07	-	-	5	0	-	-	-	-	-	-	-	-
Mr H van Tonder	1/01/07	6	6	-	-	3	3	-	-	-	-	-	-
Ms M Mokate	1/01/07	-	-	5	5	-	-	-	-	-	-	-	-
Adv T Dicker (Interim RTIA Board Member)		-	-	-	-	-	-	-	-	-	-	6	4
Adv P du Rand (Interim RTIA Board Member)		-	-	-	-	-	-	-	-	-	-	6	4
Mr RJ Rakgoale (also RTIA Interim Registrar)	Appointed CEO & Executive Director from 1/12/07	6	3	5	4	-	-	-	-	4	4	6	6

KEY	
1.	Column A indicates the number of meetings held during the year while the director was a member of the board or committee.
2.	Column B indicates the number of meetings attended by the director during the year while the director was a member of the board or committee.
3.	The sign (-) indicates that the director is not a member of that board or committee.

S e c t i o n 5



State of Road Traffic in SA 2008/09

State of Road Traffic in SA 2008/09

Introduction

The purpose of the State of Traffic Report is to provide a comprehensive analysis of issues associated with the level of safety on our roads. It is a tool which is used to plan road safety programmes across the country, as information is consolidated per province, thereby providing critical information for province specific interventions.

Vehicle Population

The number of registered vehicles increased by 211,242 (2,30%) from 9,182,677 on 31 March 2008 to 9,393,919 vehicles on 31 March 2009. Detail per type of vehicle is given in the table below.

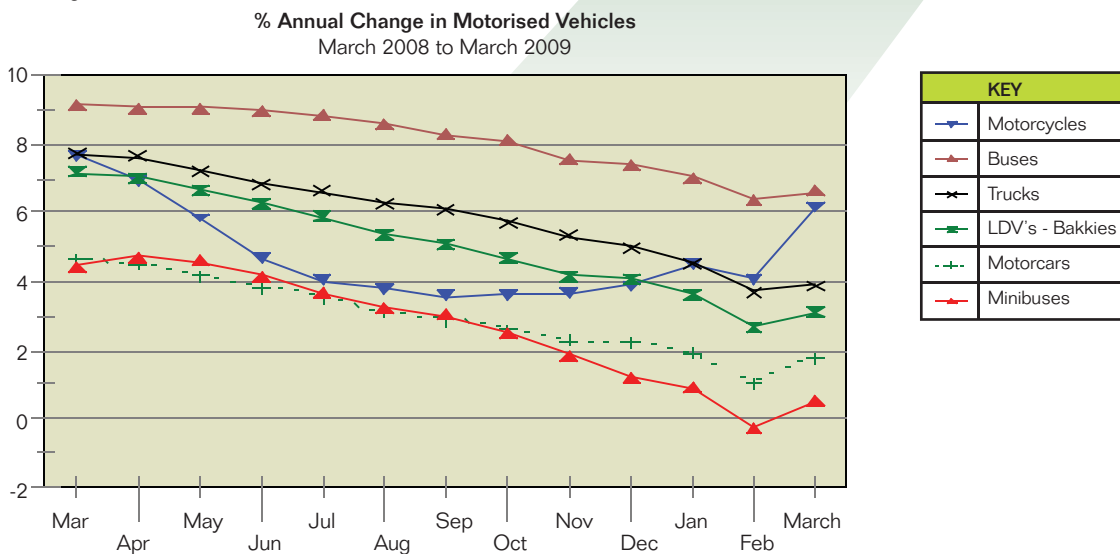
Number of Registered Vehicles	Number registered March 2008	Number registered March 2009	Change	% Change	% of Group March 2009	% of Total March 2009
Motorised Vehicles						
Motorcars	5,224,652	5,316,921	92,269	1.77	63.02	56.60
Minibuses	280,632	282,057	1,425	0.51	3.34	3.00
Buses	40,760	43,456	2,696	6.61	0.52	0.46
Motorcycles	315,643	335,005	19,362	6.13	3.97	3.57
LDV's - Bakkies	1,856,440	1,913,901	57,461	3.10	22.69	20.37
Trucks	307,828	319,800	11,972	3.89	3.79	3.40
Other & Unknown	219,634	225,333	5,700	2.60	2.67	2.40
Total Motorised	8,245,589	8,436,473	190,885	2.31	100.00	89.81
Towed Vehicles						
Caravans	106,468	104,226	-2,242	-2.11	10.89	1.11
Heavy Trailers	136,595	145,240	8,645	6.33	15.17	1.55
Light Trailers	677,516	691,510	13,994	2.07	72.22	7.36
Other & Unknown	16,510	16,470	-40	-0.24	1.72	0.18
Total Towed	937,089	957,446	20,358	2.17	100.00	10.19
All Vehicles	9,182,677	9,393,919	211,242	2.30		100.00

The information above shows that on a percentage basis the biggest change was for buses which increased by 6,61% to 43,456; followed by heavy trailers which increased by 6,33% to 145,240 and motorcycles which increased by 6,13% to 335,005. The growth rate for minibuses changed from 4,46% in March 2008 to a rate of 0,51% in March 2009.



State of Road Traffic in SA 2008/09

The monthly percentage change over the past year for specific types of vehicles and motorised and towed vehicles are shown in the figures below.

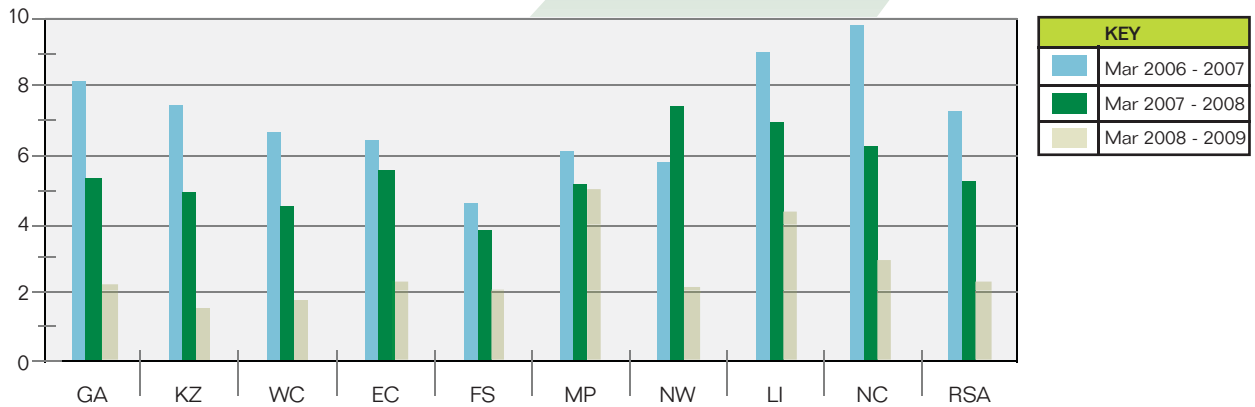


The total motor vehicle population per province as on 31 March 2008 and 31 March 2009 respectively is given in the table below with the annual growth per province over the past three (3) years reflected in the graph below.

Number of Registered Vehicles per Province	Number registered March 2008	Number registered March 2009	Change	% Change	% of Total March 2009
Gauteng	3,531,181	3,609,740	78,559	2.22	38.43
KwaZulu-Natal	1,269,715	1,288,345	18,630	1.47	13.71
Western Cape	1,531,928	1,557,952	26,024	1.70	16.58
Eastern Cape	629,573	643,790	14,217	2.26	6.85
Free State	518,545	529,193	10,648	2.05	5.63
Mpumalanga	552,846	580,403	27,557	4.98	6.18
North West	519,401	530,650	11,249	2.17	5.65
Limpopo	426,618	445,053	18,435	4.32	4.74
Northern Cape	202,870	208,793	5,923	2.92	2.22
RSA	9,182,677	9,393,919	211,242	2.30	100

State of Road Traffic in SA 2008/09

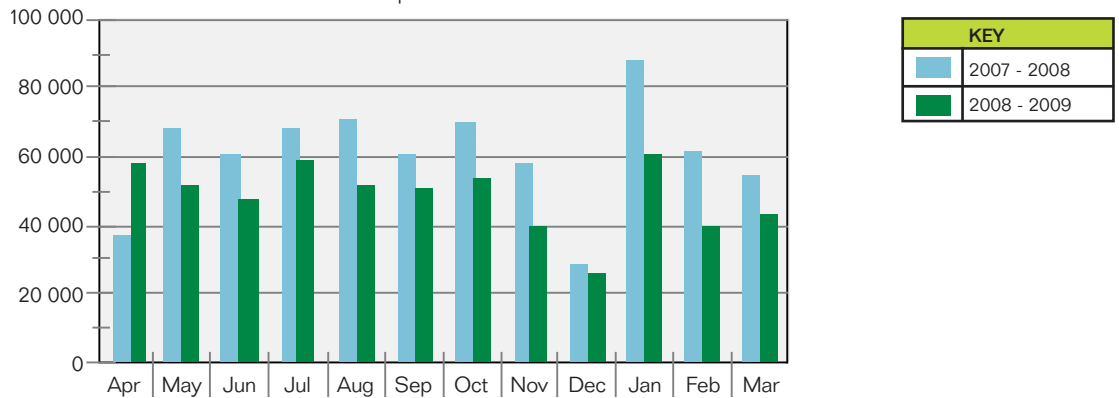
% Annual Growth in Vehicle Population
March 2008 to March 2009



Over the past year from 31 March 2008 to 31 March 2009 the biggest percentage growth in total vehicles was recorded in Mpumalanga with a growth of 4,98%, followed by Limpopo with a growth of 4,32%.

The monthly number of new vehicle registrations per month over the past two (2) financial years is reflected in the graph below.

Number of New Vehicle Registrations
per month



On average 48,923 new vehicle were registered per month during the 2008-2009 financial year in comparison with a monthly average of 61,072 new vehicle registrations during the previous year, reflecting a decrease of 19,89%.



State of Road Traffic in SA 2008/09

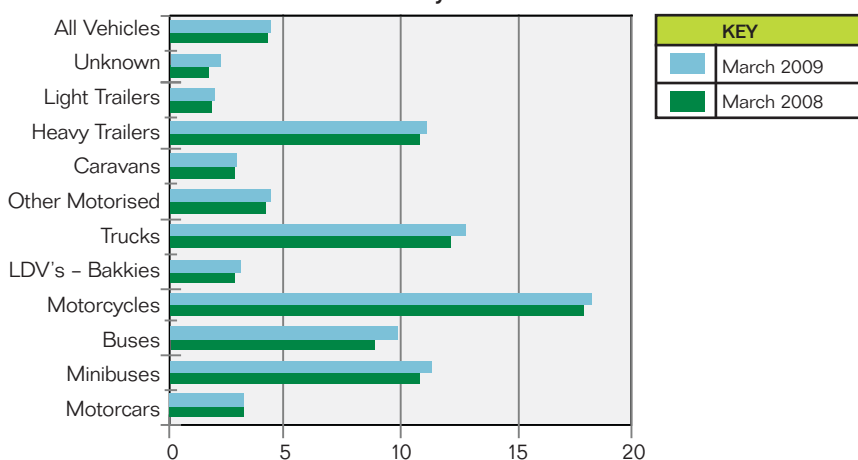
Number of Un-Roadworthy Vehicles

Un-roadworthy vehicles is defined as those of which the owners failed to submit the vehicles for compulsory annual roadworthy tests (including buses, minibus taxis and freight transport vehicles) or on change of ownership.

The number of vehicles that are un-roadworthy (but licenced) increased by 21,392 (5,68%) from 376,876 vehicles at the end of March 2008 to 398,268 vehicles at the end of March 2009. Detail in this regard is given in the table and the percentage of un-roadworthy vehicles per type of vehicle, as a percentage of the number registered, is reflected in the graph below.

Number of Un-Roadworthy Vehicles				
Vehicle Type	March 2008	March 2009	Change	% Change
Motorcars	162,488	165,208	2,720	1.67
Minibuses	29,876	31,665	1,789	5.99
Buses	3,571	4,221	650	18.20
Motorcycles	56,208	60,772	4,564	8.12
LDV's - Bakkies	49,741	54,933	5,192	10.44
Trucks	37,097	40,361	3,264	8.80
Caravans	2,895	2,884	-11	-0.38
Heavy Trailers	14,584	15,997	1,413	9.69
Light Trailers	11,714	12,687	973	8.31
Unknown	8,702	9,540	838	9.63
All Vehicles	376,876	398,268	21,392	5.68

% of Un-Roadworthy Vehicles

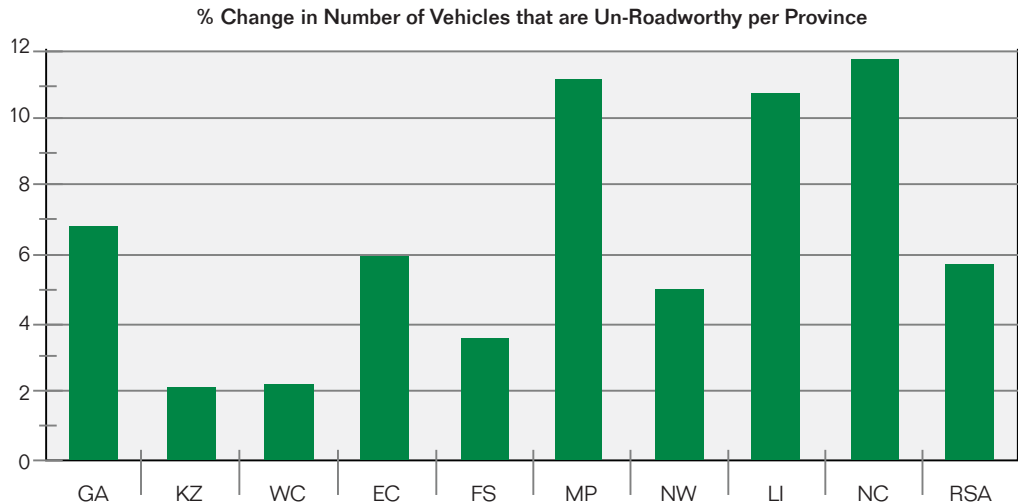


Information in the table and graph above shows that, with the exception of caravans, all other types of vehicles experienced increases in this regard. The biggest increase was recorded for buses which increased by 650 (18,20%) from 3,571 at the end of March 2008 to 4,221 un-roadworthy buses at the end of March 2009. The second biggest increase was recorded for LDV's (Bakkies) which increased by 5,192 (10,44%) from 49,741 in 2008 to 54,933 un-roadworthy LDV's at the end of March 2009.

State of Road Traffic in SA 2008/09

Detail on the number of vehicles that are un-roadworthy per province is provided in the table and the percentage change from 2008 to 2009 reflected in the graph below.

Number of Un-Roadworthy Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
March 2008	160,441	58,578	44,488	20,295	23,853	24,226	23,427	15,856	5,712	376,876
March 2009	171,407	59,777	45,443	21,498	24,685	26,929	24,586	17,561	6,382	398,268
Change	10,966	1,199	955	1,203	832	2,703	1,159	1,705	670	21,392
% Change	6.83	2.05	2.15	5.93	3.49	11.16	4.95	10.75	11.73	5.68

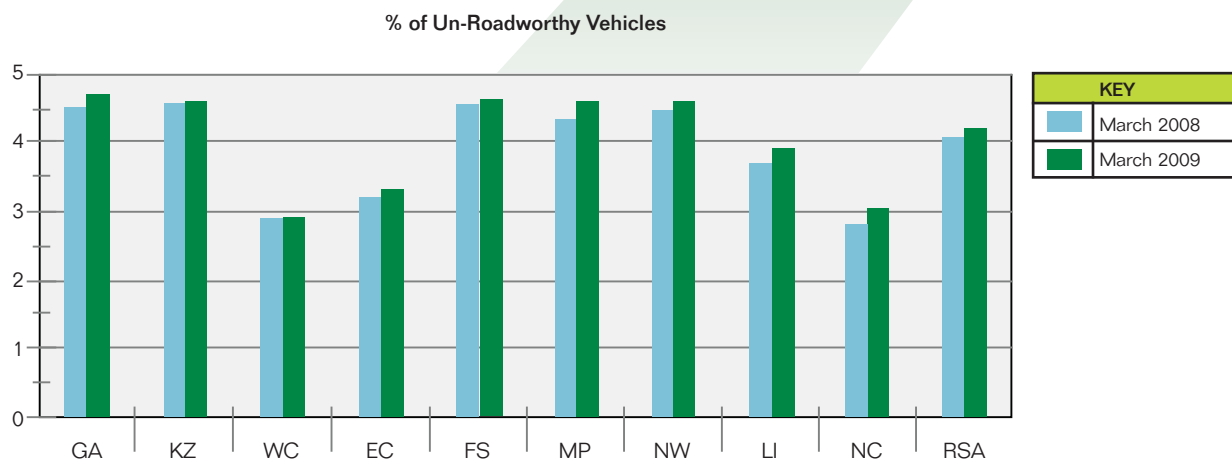


The information above show that all provinces recorded increases in the number of un-roadworthy vehicles. On a percentage basis the biggest increase was recorded in the Northern Cape where the number of un-roadworthy vehicles increased by 670 (11,73%) from 5,712 in 2008 to 6,382 at the end of March 2009. Other large increases in this regard are: Mpumalanga increase of 11,16% to 26,929 un-roadworthy vehicles; and Limpopo increase of 1,705 (10,75%) from 15,856 to 17,561 un-roadworthy vehicles at the end of March 2009.



State of Road Traffic in SA 2008/09

The percentage of un-roadworthy vehicles per province, expressed as a percentage of the total number of vehicles registered per province, is shown in the graph below.



The information in the graph above shows the provinces with the highest percentage un-roadworthy vehicles as follows:

- Gauteng : 4,75% (171,407 vehicles)
- KwaZulu-Natal : 4,64% (59,777 vehicles)
- Free State : 4,66% (24,685 vehicles)
- Mpumalanga : 4,64% (26,929 vehicles)
- North West : 4,63% (24,586 vehicles).

The provinces with the lowest percentage of un-roadworthy vehicles are the Western, Eastern and Northern Cape with each in the order of about 3% un-roadworthy vehicles.

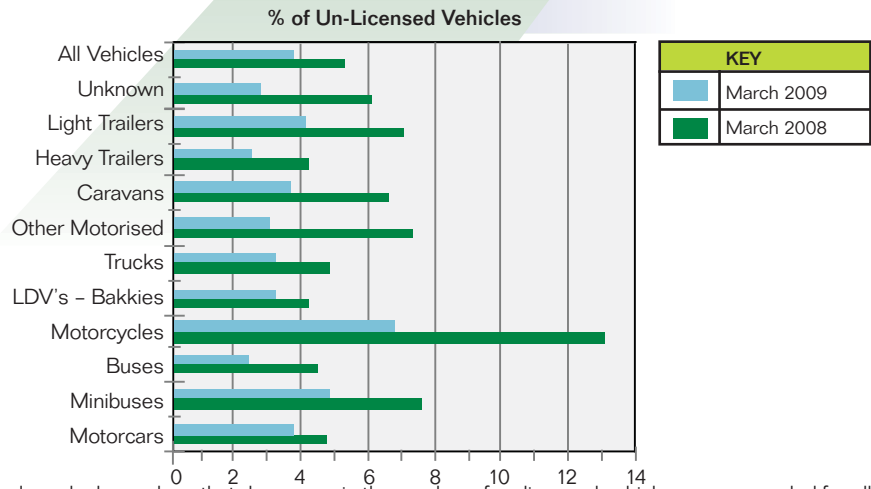
Number of Un-Licensed Vehicles

Un-licensed vehicles are those of which the owners failed to renew the vehicle licenses within the time frame allowed.

On a national basis the number of un-licensed vehicles decreased by 134,659 (28,01%) from 480,682 vehicles at the end of March 2008 to 346,023 vehicles at the end of March 2009. Detail per type of vehicle in this regard is given in the table and the percentage of un-licensed vehicles per type of vehicle, as a percentage of the number registered, is reflected in the graph below.

Number of Un-Licensed Vehicles				
Vehicle Type	March 2008	March 2009	Change	% Change
Motorcars	245,634	196,036	-49,598	-20.19
Minibuses	21,333	13,426	-7,907	-37.06
Buses	1,774	1,003	-771	-43.46
Motorcycles	41,699	22,780	-18,919	-45.37
LDV's - Bakkies	77,882	60,760	-17,122	-21.98
Trucks	14,774	9,931	-4,843	-32.78
Caravans	7,035	3,759	-3,276	-46.57
Heavy Trailers	5,638	3,480	-2,158	-38.28
Light Trailers	47,980	27,884	-20,096	-41.88
Unknown	16,933	6,964	-9,969	-58.87
All Vehicles	480,682	346,023	-134,659	-28.01

State of Road Traffic in SA 2008/09

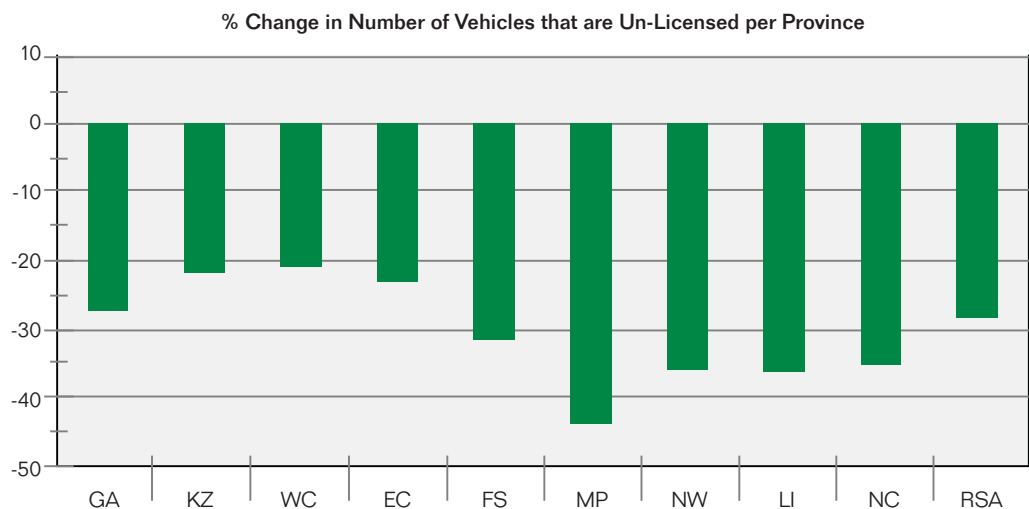


The information in the table and graph above show that decreases in the number of un-licensed vehicles were recorded for all vehicle types. On a percentage basis the biggest decrease were recorded for the following types of vehicles:

- Caravans : 46,57% down to 3,759
- Motorcycles : 45,37% down to 22,780
- Buses : 43,46% down to 1,003
- Light trailers : 41,88% down to 27,884

Detail on the number of vehicles that are un-licensed per province is provided in Table 17 and the percentage change from 2008 to 2009 reflected in the graph below.

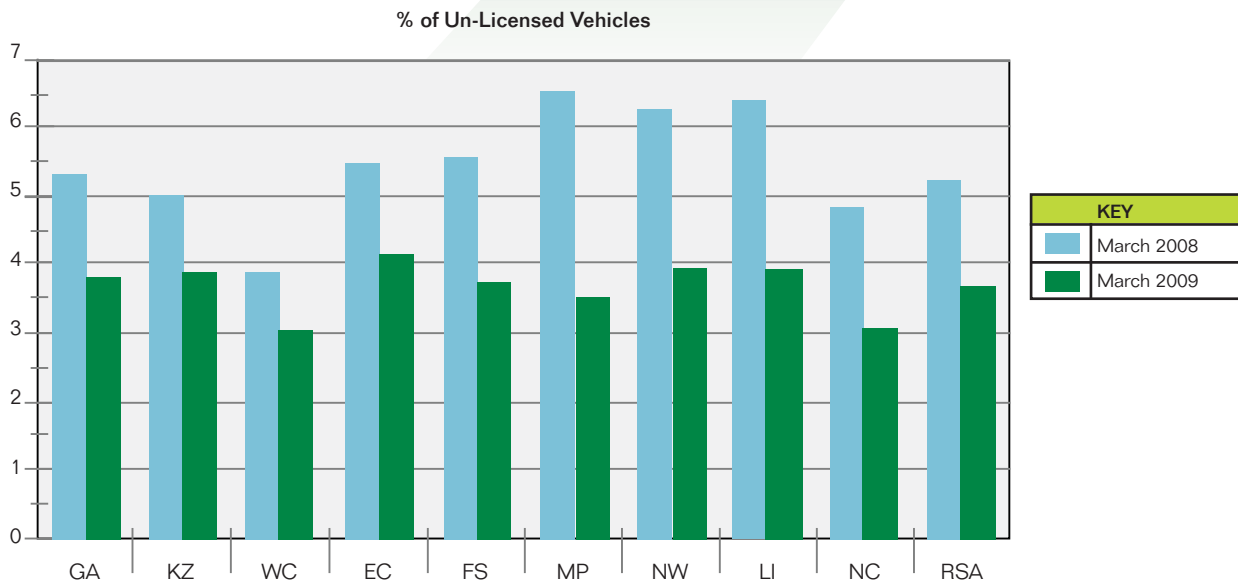
Number of Un-Roadworthy Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
March 2008	187,986	63,891	59,451	34,601	28,868	36,149	32,640	27,284	9,812	480,682
March 2009	136,916	50,185	47,190	26,764	19,802	20,379	20,966	17,443	6,378	346,023
Change	-51,070	-13,706	-12,261	-7,837	-9,066	-15,770	-11,674	-9,841	-3,434	-134,659
% Change	-27.17	-21.45	-20.62	-22.65	-31.41	-43.62	-35.77	-36.07	-35.00	-28.01



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The information in the table and graph above show that the biggest decrease in the number of un-licensed vehicles were recorded in Mpumalanga (43,62%); followed by North West, Limpopo and the Northern Cape each with a decrease ranging in the order of 35% to 36%.

The percentage of un-licensed vehicles per province, expressed as a percentage of the number registered per province, is reflected in the graph below.



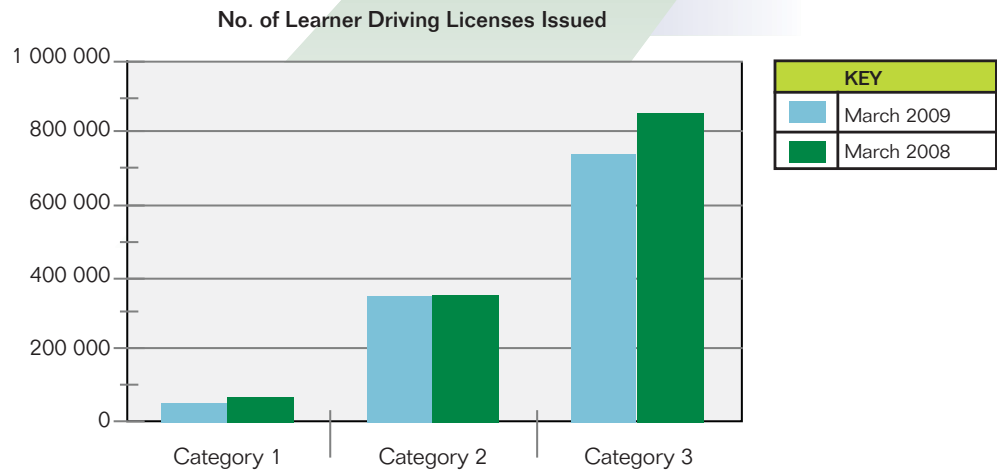
Driver Population

1. Number of Learner Licences Issued

The number of learner driving licenses issued increased by 127,775 (11,30%) from 1,130,663 at the end of March 2008 to 1,258,438 at the end of March 2009. Detail on the number of learner driving licenses issued per category is given in the table and graphically reflected in the graph below.

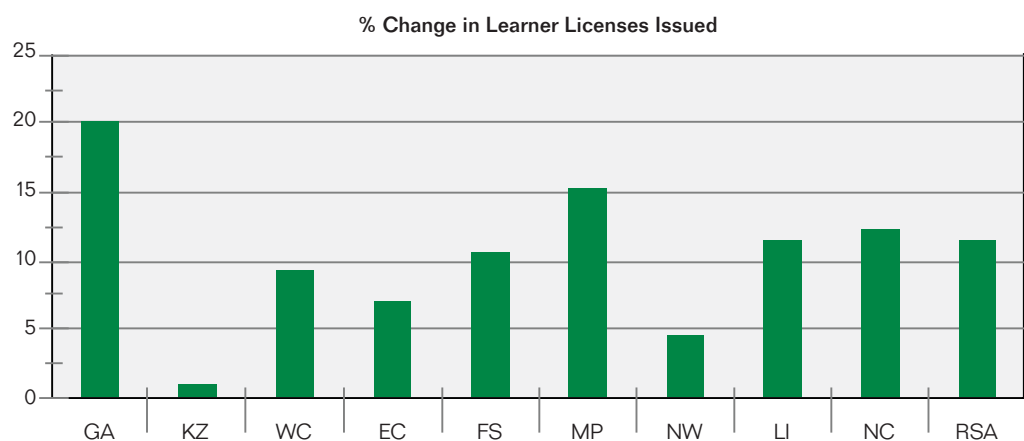
Number of Learner Licenses Issued				
Category	March 2008	March 2009	Change	% Change
1	45,777	59,342	13,565	29.63
2	343,948	347,268	3,320	0.97
3	740,938	851,828	110,890	14.97
Total	1,130,663	1,258,438	127,775	11.30

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Provincial information in this regard is given in the table and the percentage change per province over the 12-month period is reflected in the graph below.

Number of Learners Licenses issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
March 2008	339,048	182,440	156,082	100,312	77,905	78,676	77,854	91,237	27,109	1,130,663
March 2009	407,044	183,954	170,343	107,203	86,047	90,571	81,293	101,583	30,400	1,258,438
Change	67,996	1,514	14,261	6,891	8,142	11,895	3,439	10,346	3,291	127,775
% Change	20.05	0.83	9.14	6.87	10.45	15.12	4.42	11.34	12.14	11.30

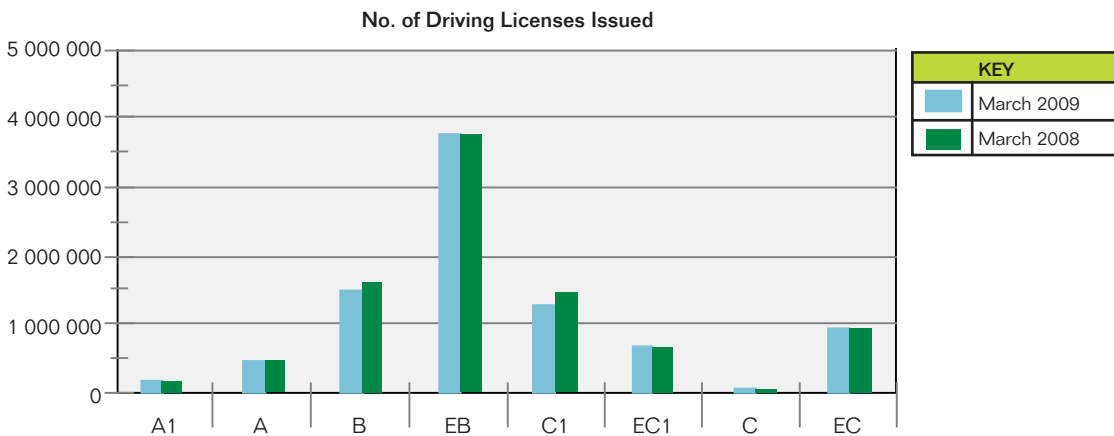


State of Road Traffic in SA 2008/09

2. Number of Driving Licences Issued

The number of driving licenses issued increased by 333,497 (4,06%) from 8,205,987 at the end of March 2008 to 8,539,484 at the end of March 2009. Detail on the number of driving licenses issued per category is given in the table and reflected in the graph below.

Number of Learner Licenses Issued				
Category	March 2008	March 2009	Change	% Change
A1	120,822	121,576	754	0.62
A	398,323	406,175	7,852	1.97
B	1,396,992	1,520,221	123,229	8.82
EB	3,611,421	3,616,887	5,466	0.15
C1	1,189,664	1,382,005	192,341	16.17
EC1	608,361	606,717	-1,644	-0.27
C	13,440	14,278	838	6.24
EC	866,964	871,625	4,661	0.54
Total	8,205,987	8,539,484	333,497	4.06



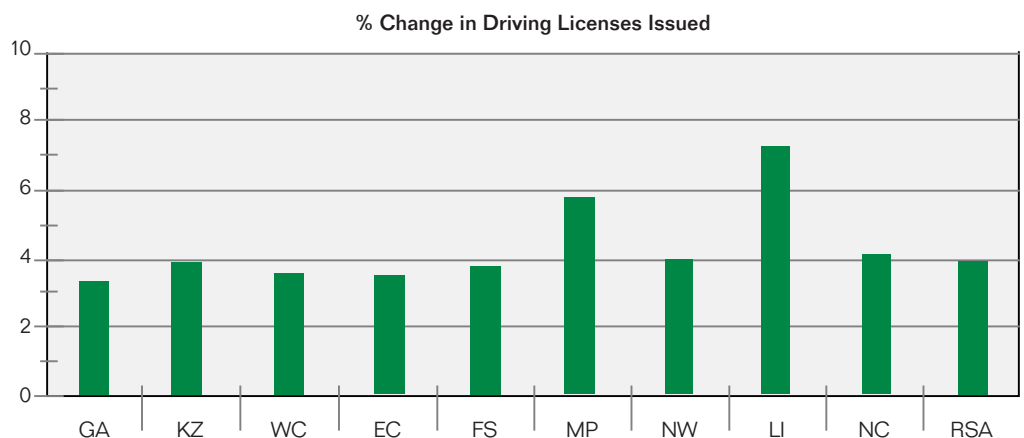
State of Road Traffic in SA 2008/09

The number and percentage (%) driving licenses issued per category at the end of March 2009 is reflected in the table below.

Number and Percentage (%) of Driving Licences issued per Category			
Category	Description	Change	% Change
A1	Motorcycle < 125 cub.cm	121,576	1.42
A	Motorcycle > 125 cub.cm	406,175	4.76
B	Motor vehicle < 3,5000 kg	1,520,221	17.80
EB	Articulated motor vehicle <16,000 kg	3,616,887	42.35
C1	Motor vehicle 3,500 - 16,000 kg	1,382,005	16.18
EC1	Articulated vehicle 3,500 - 16,000 kg	606,717	7.10
C	Motorvehicle > 16,000 kg	14,278	0.17
EC	Articulated vehicle > 16,000 kg	871,625	10.21
Total		8,539,484	100

Provincial information in this regard is given in the table and the percentage change with regard to all categories of licenses issued per province is reflected in the graph below.

Number of Driving Licences Issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
March 2008	2,902,282	1,318,719	1,359,293	610,661	459,072	486,005	433,925	475,096	160,934	8,205,987
March 2009	3,002,372	1,371,639	1,409,676	632,740	477,059	515,268	451,725	511,195	167,810	8,539,484
Change	100,090	52,920	50,383	22,079	17,987	29,263	17,800	36,099	6,876	333,497
% Change	3.45	4.01	3.71	3.62	3.92	6.02	4.10	7.60	4.27	4.06

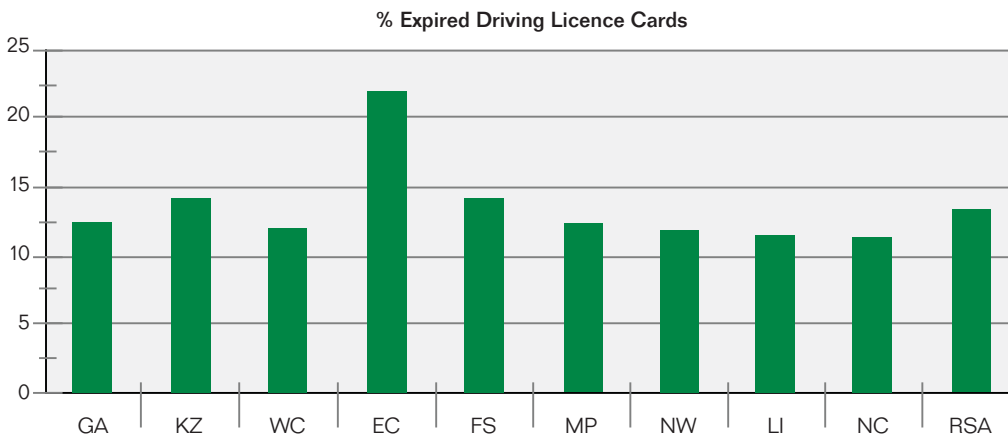


State of Road Traffic in SA 2008/09

3. Number of Driving Licence Cards Expired

The information in the table below shows that at the end of March 2009 there were a total of 1,122,224 expired driving license cards recorded on the National Traffic Information System (NaTIS). This figure represents 13,14% of all driving licenses issued. This information per province is also reflected in the graph below.

Number of Driving Licence Cards Issued and Expired per Province										
Category	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
On system	3,002,372	1,371,639	1,409,676	632,740	477,059	515,268	451,725	511,195	167,810	8,539,484
Not expired	2,633,983	1,180,070	1,243,338	495,453	410,495	452,868	398,904	453,154	148,995	7,417,260
Expired	368,389	191,569	166,338	137,287	66,564	62,400	52,821	58,041	18,815	1,122,224
% Expired	12.27	13.97	11.80	21.70	13.95	12.11	11.69	11.35	11.21	13.14

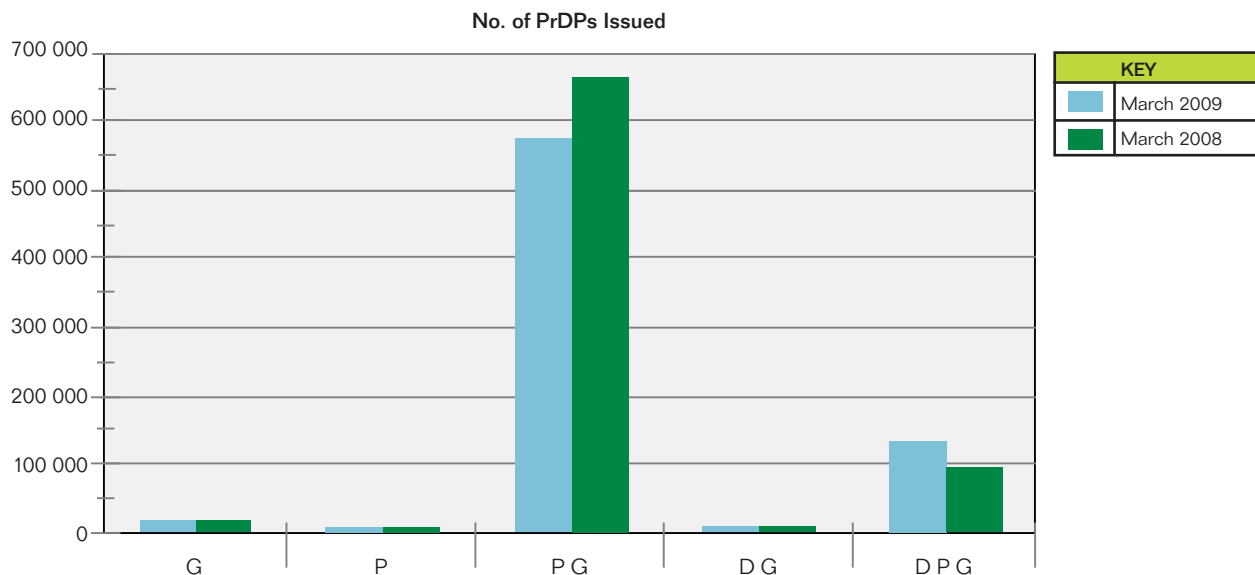


State of Road Traffic in SA 2008/09

4. Number of Professional Driving Permits (PrDPs) issued

The number of Professional Driving Permits (PrDP's) issued increased by 51,171 (7.22%) from 708,253 at the end of March 2008 to 759,424 at the end of March 2009. Detail on the number of PrDPs issued per category is given in the table and reflected in the graph below.

Number of PrDP's Issued				
Category	March 2008	March 2009	Change	% Change
G	10,121	10,903	782	7.73
P	3,949	2,596	-1,353	-34.26
P G	565,975	657,195	91,220	16.12
D G	915	470	-445	-48.63
D P G	127,293	88,260	-39,033	-30.66
Total	708,253	759,424	51,171	7.22



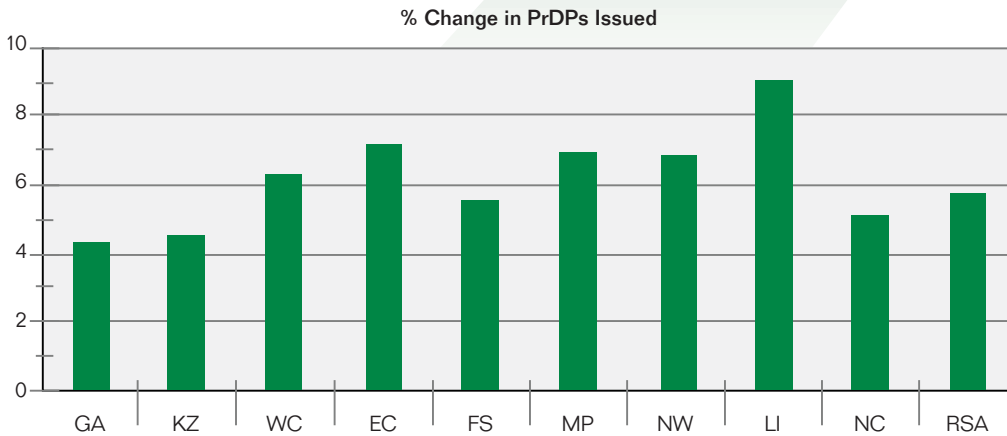
Provincial information in this regard is given in the table and the percentage change with regard to all categories of PrDPs issued per province is reflected in the graph below.

Table 17: Number of Professional Driving Permits (PrDP's) Issued per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
March 2008	199,993	120,440	95,985	55,158	47,837	61,784	43,783	63,811	19,462	708,253
March 2009	211,393	127,502	103,311	60,117	51,344	67,051	47,407	70,559	20,740	759,424
Change	11,400	7,062	7,326	4,959	3,507	5,267	3,624	6,748	1,278	51,171
% Change	5.70	5.86	7.63	8.99	7.33	8.52	8.28	10.57	6.57	7.22

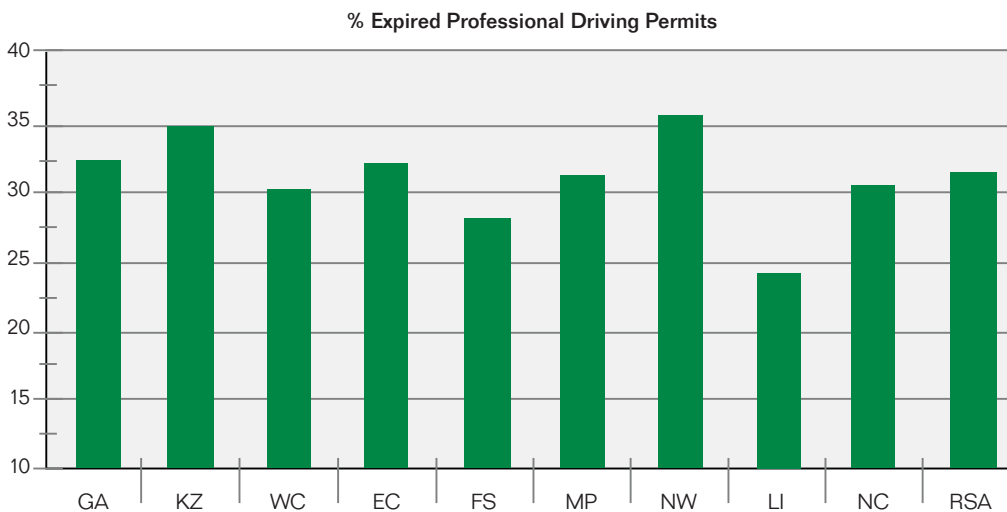
State of Road Traffic in SA 2008/09

5. Number of PrDPs Expired

The information in the table below shows that at the end of March 2009 there were a total of 241,278 expired Professional Driving Permits (PrDPs) recorded on the National Traffic Information System (NaTIS). This figure represents 31,77% of all PrDPs issued. This information is also reflected in the graph below.



Number of Professional Driving Permits (PrDPs) Issued and Expired per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
On system	211,393	127,502	103,311	60,117	51,344	67,051	47,407	70,559	20,740	759,424
Not expired	142,276	82,666	71,814	40,608	36,770	45,924	30,351	53,390	14,347	518,146
Expired	69,117	44,836	31,497	19,509	14,574	21,127	17,056	17,169	6,393	241,278
% Expired	32.70	35.16	30.49	32.45	28.39	31.51	35.98	24.33	30.82	31.77



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Number of Fatal Crashes

Over the 12-month period from 1 April 2008 to 31 March 2009 the number of fatal crashes decreased by 1,013 (8,68%) from 11,674 crashes over the same period the previous year to 10,661. Provincial detail in this regard is given in the table below.

Number of Fatal Crashes per Province over 12-Month Period										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	2,784	1,948	1,340	1,297	777	1,239	961	1,040	288	11,674
2008-09	2,228	2,153	1,259	1,021	678	1,186	833	1,081	222	10,661
Change	-556	205	-81	-276	-99	-53	-128	41	-66	-1,013
% Change	-19.97	10.52	-6.04	-21.28	-12.74	-4.28	-13.32	3.94	-22.92	-8.68

With the exception of KwaZulu-Natal and Limpopo, decreases in the number of fatal crashes were recorded in all other Provinces. On a provincial percentage basis the biggest decreases over the 12-month period from 1 April 2008 to 31 March 2009 were recorded as follows:

- Free State : decrease of 99 (12,74%) from 777 to 678;
- Gauteng : decrease of 556 (19,97%) from 2,784 to 2,228; and
- Northern Cape: decrease of 66 (22,92%) from 288 to 222.

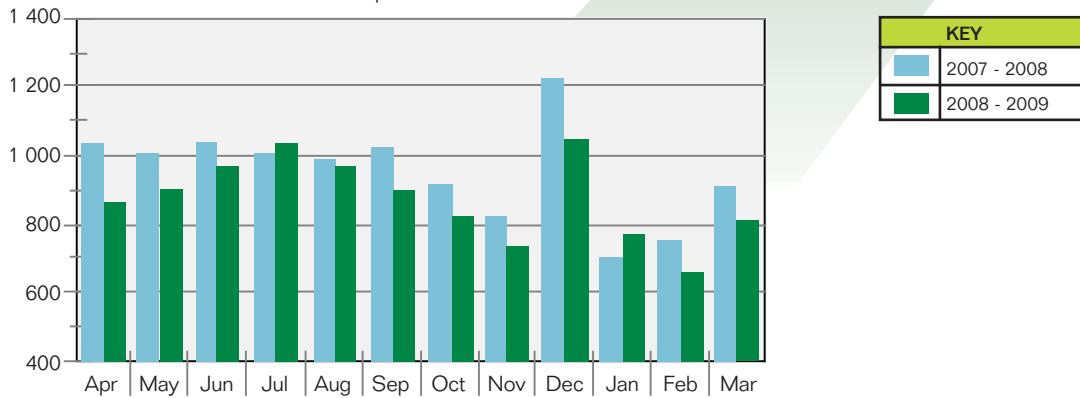
In KwaZulu-Natal the number of fatal crashes increased by 205 (10,52%) from 1,948 during 2007-2008 to 2,153 during 2008-2009. In Limpopo the number of fatal crashes increased by 41 (3,94%) from 1,040 to 1,081.

The monthly number of fatal crashes over the two comparative 2-year periods is given in the table and graphically reflected in the figure below.

Number of Fatal Crashes				
Month	2007-08	2008-09	Change	% Change
Apr	1,059	876	-183	-17.28
May	1,030	917	-113	-10.97
Jun	1,064	988	-76	-7.14
Jul	1,029	1,060	31	3.01
Aug	1,010	989	-21	-2.08
Sep	1,048	913	-135	-12.88
Oct	932	838	-94	-10.09
Nov	837	745	-92	-10.99
Dec	1,261	1,075	-186	-14.75
Jan	711	779	68	9.56
Feb	763	661	-102	-13.37
March	930	820	-110	-11.83
Total	11,674	10,661	-1,013	-8.68

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Number of Fatal Crashes per month



Number of Fatalities

Over the 12-month period from 1 April 2008 to 31 March 2009 the number of fatalities decreased by 1,006 (6,84%) from 14,713 fatalities over the same period the previous year to 13,707. Provincial detail in this regard is given in the table below.

Number of Fatalities per Province over 12 Month Period										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	3,137	2,439	1,622	1,652	1,095	1,742	1,214	1,398	414	14,713
2008-09	2,507	2,772	1,483	1,464	865	1,830	1,132	1,338	315	13,707
Change	-630	333	-139	-187	-231	88	-81	-60	-99	-1,006
% Change	-20.08	13.67	-8.58	-11.33	-21.06	5.06	-6.71	-4.30	-23.88	-6.84

With the exception of KwaZulu-Natal and Mpumalanga all other Provinces recorded decreases in fatalities. On a provincial percentage basis the biggest decreases were recorded as follows:

- Free State : decrease of 231 (21,06%) from 1,095 to 865;
- Gauteng : decrease of 630 (20,08%) from 3,137 to 2,507; and
- The Northern Cape: decrease of 99 (23,88%) from 414 to 315.

In Mpumalanga the number of fatalities increased by 88 (5,06%) from 1,742 to 1,830 and in KwaZulu-Natal the number of fatalities increased by 333 (13,67%) from 2,439 to 2,772.

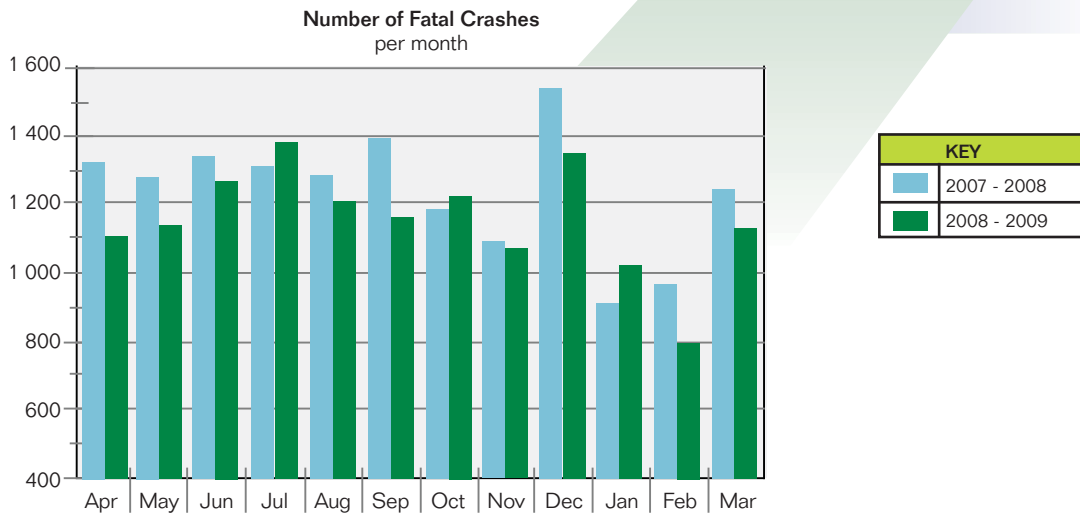
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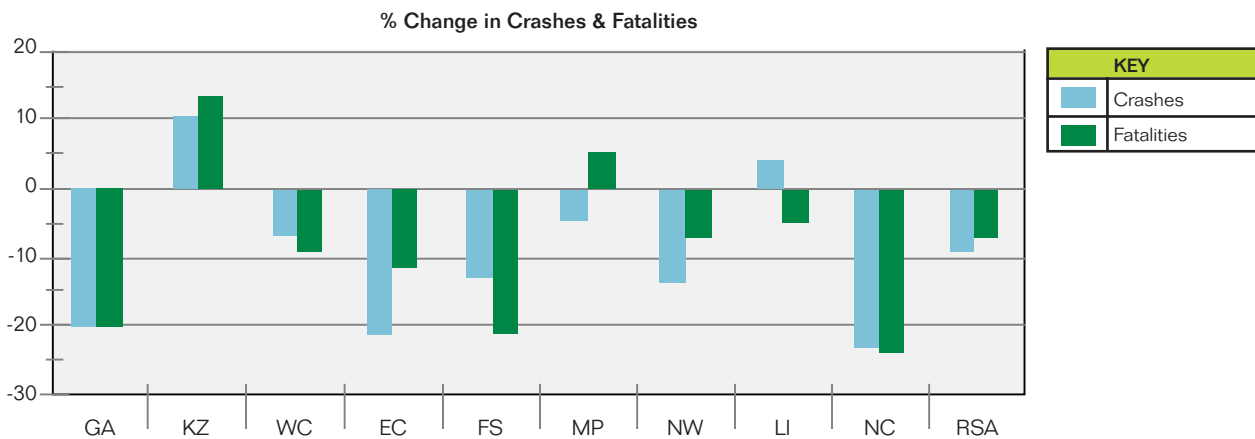
The national monthly number of fatalities over the 12-month period is given in the table and graphically reflected in the figure below.

Monthly Number of Fatalities				
Month	March 2008	March 2009	Change	% Change
Apr	1,309	1,093	-216	-16.53
May	1,267	1,125	-142	-11.22
Jun	1,326	1,255	-71	-5.34
Jul	1,300	1,363	63	4.88
Aug	1,270	1,196	-74	-5.84
Sep	1,379	1,151	-229	-16.57
Oct	1,174	1,213	40	3.38
Nov	1,077	1,058	-19	-1.79
Dec	1,523	1,333	-190	-12.47
Jan	900	1,013	113	12.55
Feb	955	787	-169	-17.66
March	1,231	1,119	-112	-9.10
Total	14,713	13,707	-1,006	-6.84

State of Road Traffic in SA 2008/09



The percentage change in the number of fatal crashes and fatalities over the 12-month period from 1 April 2008 to 31 March 2009 in comparison with the same period the previous year per province is reflected in the graph below.



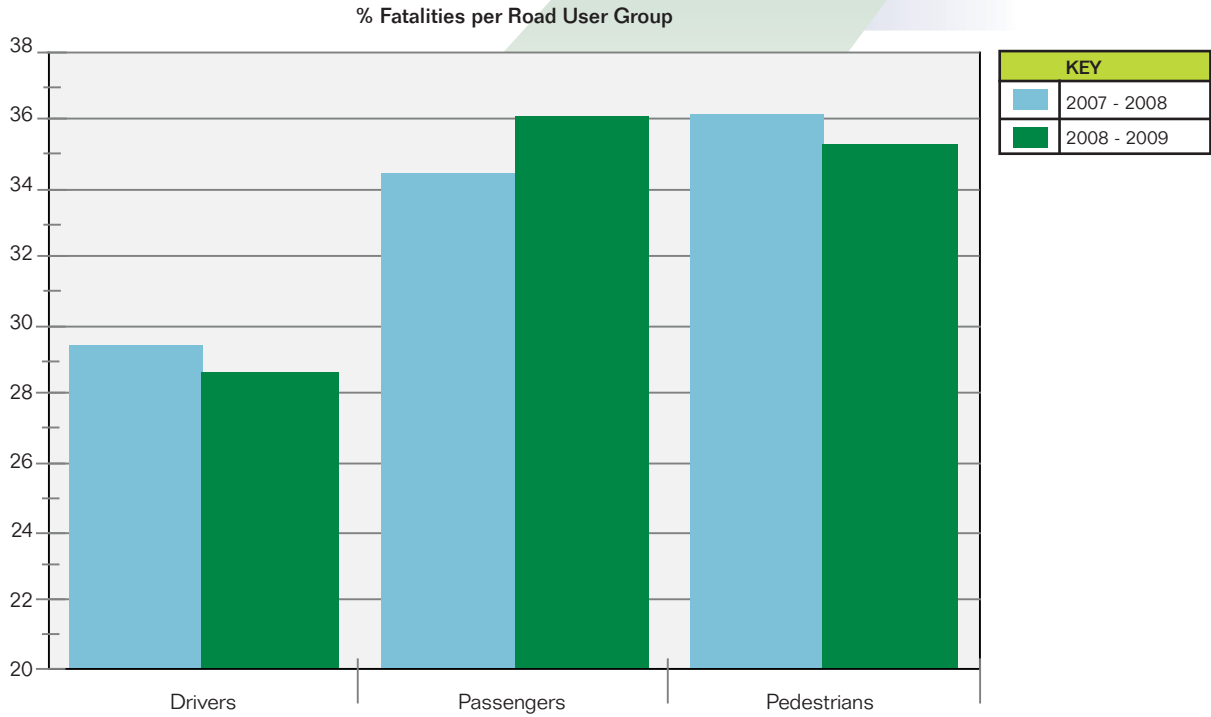
Number of Fatalities per Road User Group

The information in the table below shows that driver fatalities decreased by 397 (9,19%) to 3,923; passenger fatalities increased by 117 (2,31%) to 4,950 and pedestrian fatalities decreased by 492 (9,23%) to 4,833 over the 12-month period from 1 April 2008 to 31 March 2009.

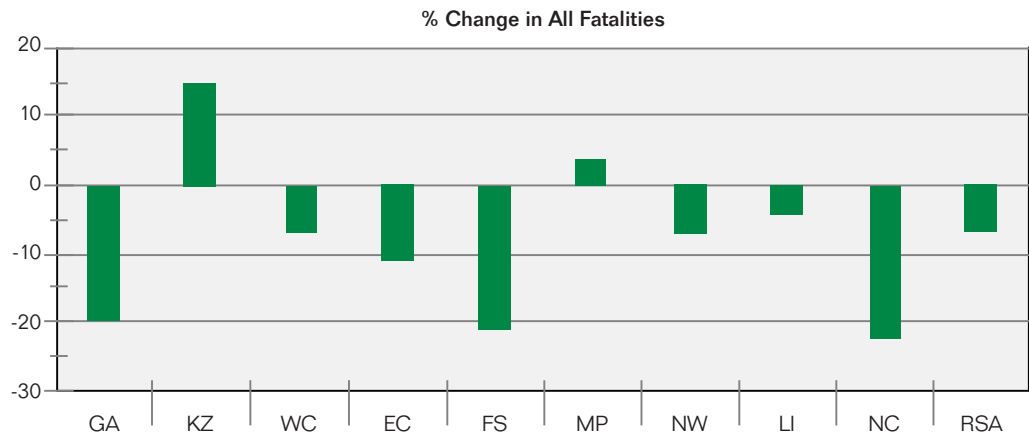
The percentage fatalities per road user group for the two comparative years are reflected in the figure below. During 2008-2009 driver fatalities were 28,62%, passengers 36,12% and pedestrians 35,26% of all fatalities.

Number of Fatalities per Road User Group				
User Group	2007 - 2008	2008 - 2009	Change	% Change
Drivers	4,321	3,923	-397	-9.19
Passengers	5,067	4,950	-117	-2.31
Pedestrians	5,325	4,833	-492	-9.23
Total	14,713	13,707	-1,006	-6.84

State of Road Traffic in SA 2008/09



The percentage change in all fatalities per province is shown in the figure below.



State of Road Traffic in SA 2008/09

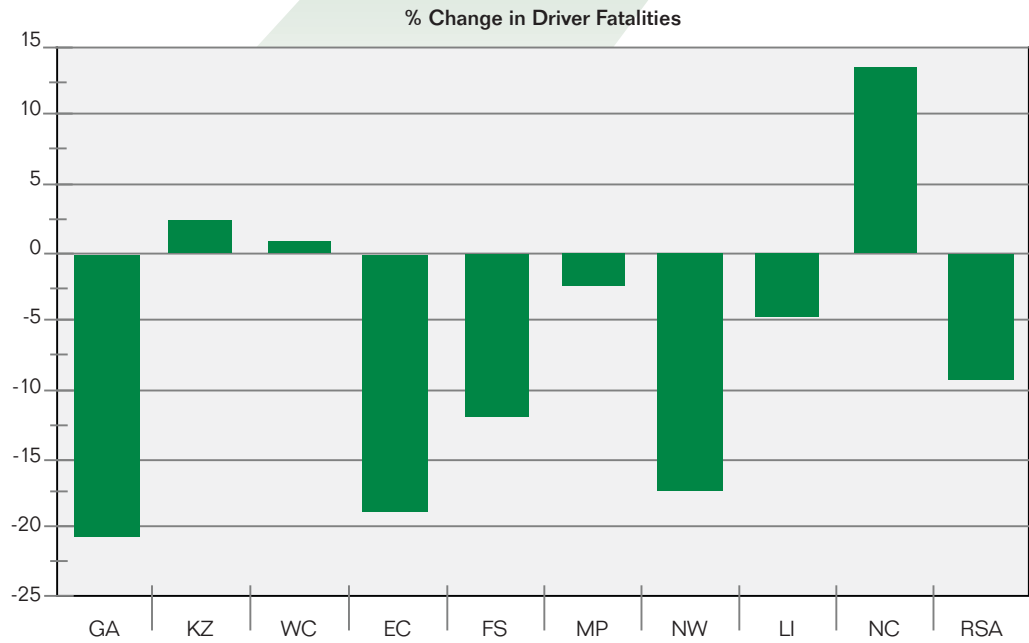
The number of fatalities per road user group per province for the two respective 12-month periods is shown in the table below.

Number of Fatalities per Road User Group over 12-Month Period											
Year	User Group	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007 - 2008	Drivers	1,005	563	461	406	335	587	412	435	116	4,321
	Passengers	725	778	501	628	499	719	435	596	185	5,067
	Pedestrians	1,407	1,097	659	618	261	437	366	367	113	5,325
	Total	3,137	2,439	1,622	1,652	1,095	1,742	1,214	1,398	414	14,713
2008 - 2009	Drivers	797	576	464	330	296	574	340	415	132	3,923
	Passengers	563	951	391	701	349	823	480	554	138	4,950
	Pedestrians	1,147	1,245	627	434	220	434	312	369	46	4,833
	Total	2,507	2,772	1,483	1,464	865	1,830	1,132	1,338	315	13,707
Change	Drivers	-208	12	3	-76	-40	-13	-72	-19	16	-397
	Passengers	-162	173	-110	73	-150	104	45	-43	-47	-117
	Pedestrians	-260	148	-32	-184	-41	-3	-55	2	-67	-492
	Total	-630	333	-139	-187	-231	88	-81	-60	-99	-1,006
% Change	Drivers	-20.70	2.19	0.63	-18.73	-11.84	-2.18	-17.47	-4.48	13.50	-9.19
	Passengers	-22.34	22.24	-21.99	11.60	-30.09	14.47	10.45	-7.16	-25.56	-2.31
	Pedestrians	-18.47	13.50	-4.83	-29.79	-15.64	-0.70	-14.98	0.55	-59.55	-9.23
	Total	-20.08	13.67	-8.58	-11.33	-21.06	5.06	-6.71	-4.30	-23.88	-6.84



State of Road Traffic in SA 2008/09

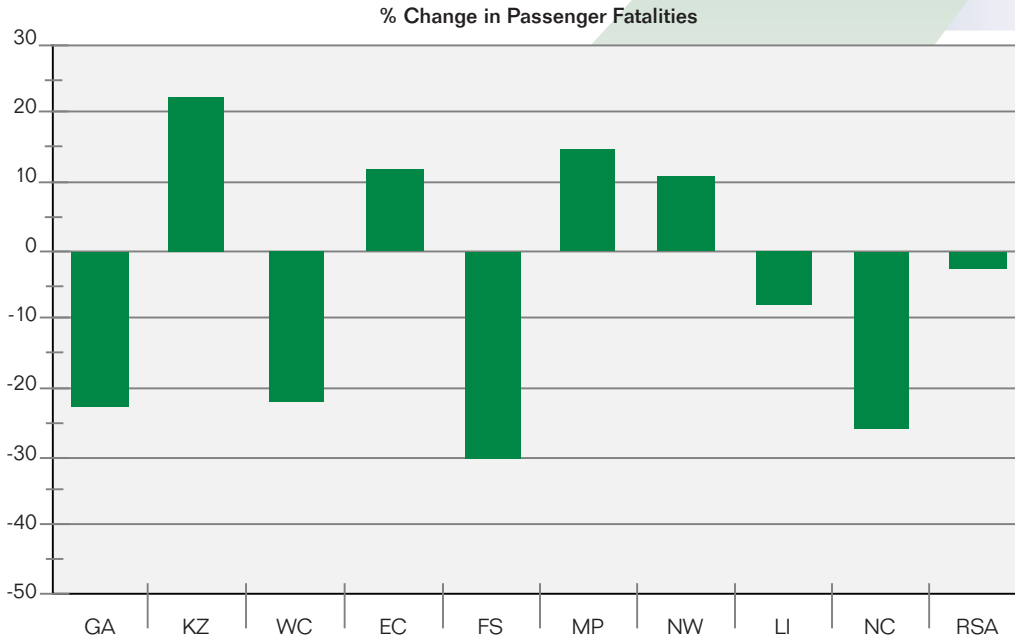
The percentage (%) changes in fatalities per specific road user group from 2007-2008 to 2008-2009 per province are also reflected in the figures below.



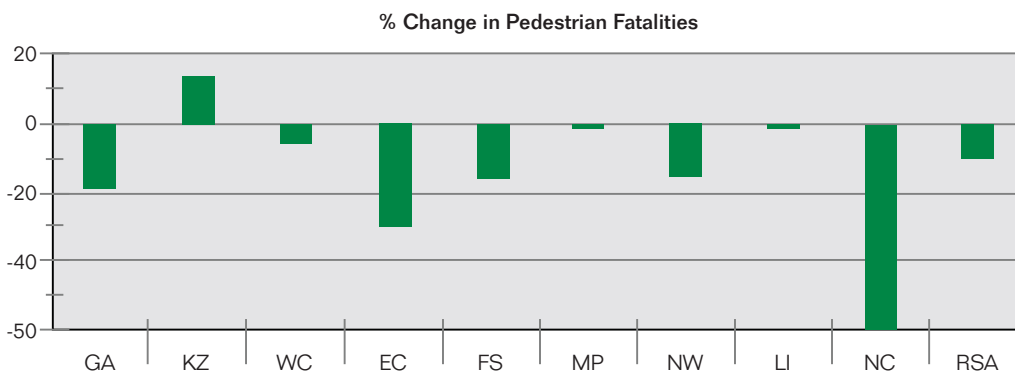
The information in the graph above shows that the biggest decrease in the number of driver fatalities was recorded in Gauteng with a decrease of 20,70%. An increase in driver fatalities of 13,50% was recorded in the Northern Cape.



State of Road Traffic in SA 2008/09



The information in the graph above shows that the biggest decrease in the number of passenger fatalities was recorded in the Free State with a decrease of 30,09%. An increase of 22,24% in passenger fatalities was recorded in KwaZulu-Natal.

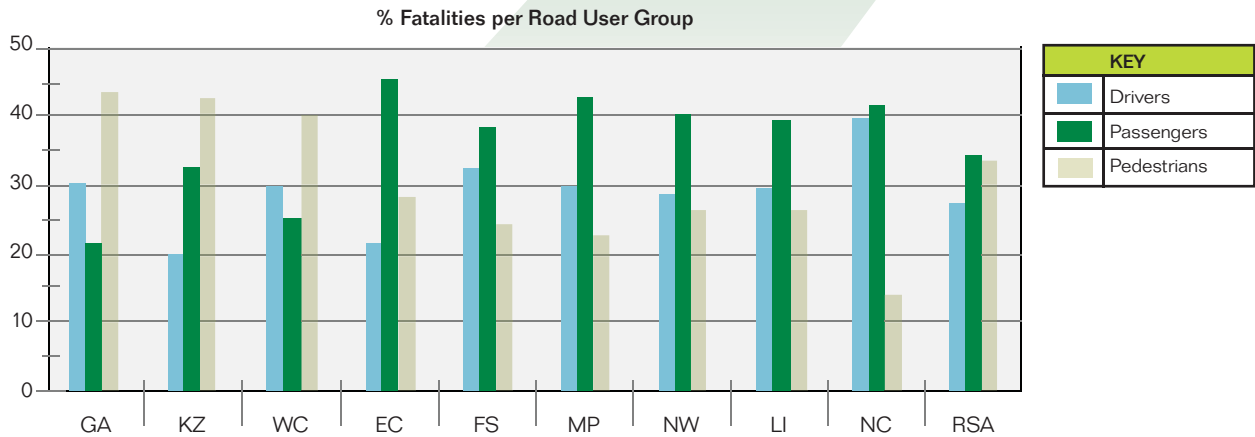


The information in the graph above shows that, on a percentage basis, the biggest decrease in the number of pedestrian fatalities was recorded in the Northern Cape with a decrease of 59,55% followed by the Eastern Cape with a decrease of 29,79%. Decreases of more than 10% were also recorded in Gauteng, Free State and North West. An increase of 13,50% in pedestrian fatalities was recorded in KwaZulu-Natal.



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The combined percentages of road user group fatalities (drivers, passengers and pedestrians) per province for the 2008-2009 financial year is also reflected in the graph below.



The information in the graph above shows that in Gauteng, KwaZulu-Natal and the Western the main fatality groups were pedestrians – on average about 44,33% of all fatalities. In the other 6 provinces the main fatality groups were passengers – on average 43,45% of all fatalities. In these six (6) provinces the average pedestrian fatalities were in the order of 24,72% of all fatalities.

Severity of Fatal Crashes

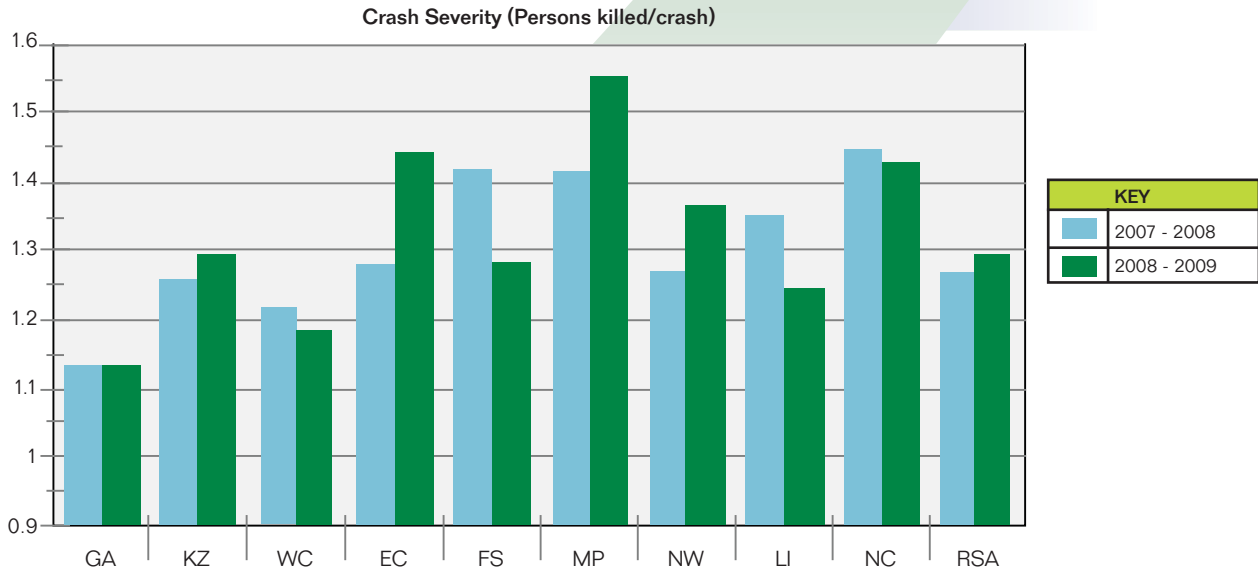
The severity of fatal crashes increased by 0,025 (2,01%) from 1,260 during 2007-2008 to 1,286 during 2008-2009. The individual provincial severity rates are shown in the table below.

Severity of Crashes per Province (Av no. of fatalities/crash)										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	1.127	1.252	1.210	1.273	1.410	1.406	1.263	1.344	1.438	1.260
2008-09	1.125	1.288	1.178	1.434	1.275	1.543	1.359	1.237	1.420	1.286
Change	-0.002	0.036	-0.033	0.161	-0.134	0.137	0.096	-0.107	-0.018	0.025
% Change	-0.14	2.85	-2.70	12.63	-9.53	9.76	7.62	-7.93	-1.25	2.01

The information in the table above shows that the severity rate in Eastern Cape increased by 0,161 (12,63%) from 1,273 to 1,434; followed by Mpumalanga with an increase of 9,76% and North West with an increase of 7,62%. The rate in Limpopo decreased by 7,93% and in the Free State by 9,53%. The provincial rates for the two comparative years in this regard are also reflected in the figure below.



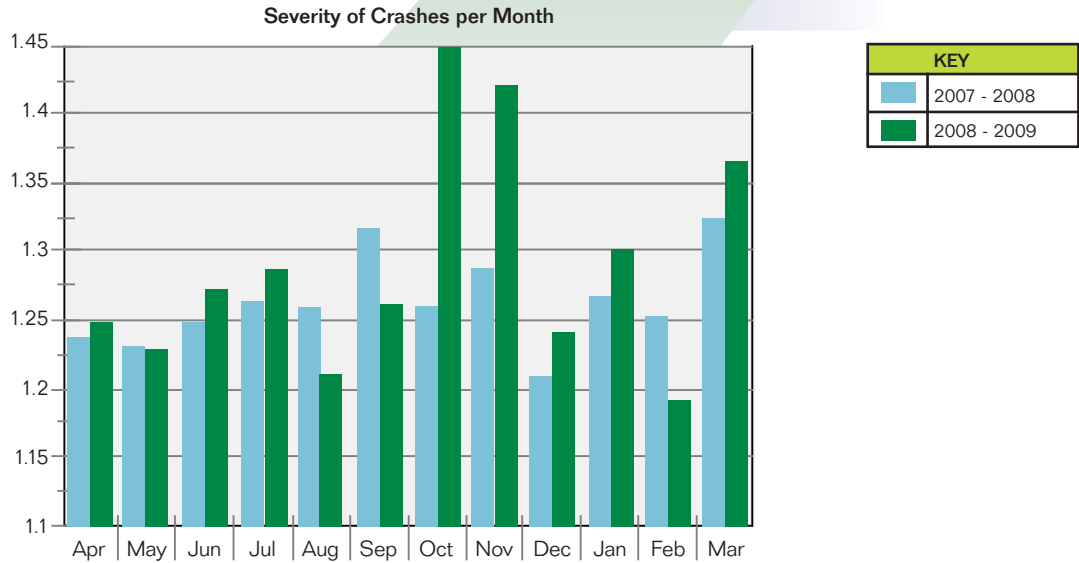
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The severity rate per month is given in the table and also reflected in the figure below.

Monthly Crash Severity				
Month	2007 - 2008	2008 - 2009	Change	% Change
Apr	1.236	1.247	0.011	0.91
May	1.230	1.227	-0.003	-0.28
Jun	1.247	1.271	0.024	1.94
Jul	1.263	1.286	0.023	1.81
Aug	1.257	1.209	-0.048	-3.84
Sep	1.316	1.261	-0.056	-4.23
Oct	1.259	1.448	0.189	14.98
Nov	1.287	1.420	0.133	10.34
Dec	1.208	1.240	0.032	2.67
Jan	1.266	1.301	0.034	2.72
Feb	1.252	1.190	-0.062	-4.95
March	1.324	1.365	0.041	3.09
Total	1.260	1.286	0.025	2.01

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The figure above shows that the two months with exceptionally high severity rates were October and November 2008 with rates of 1,448 and 1,420 respectively, which is also the two months in the reporting period with the biggest rate increases, 14,98% for October and 10,34% for November. (These high rates could be ascribed to a large number of high occupancy vehicles, buses and minibuses, involved in fatal crashes).

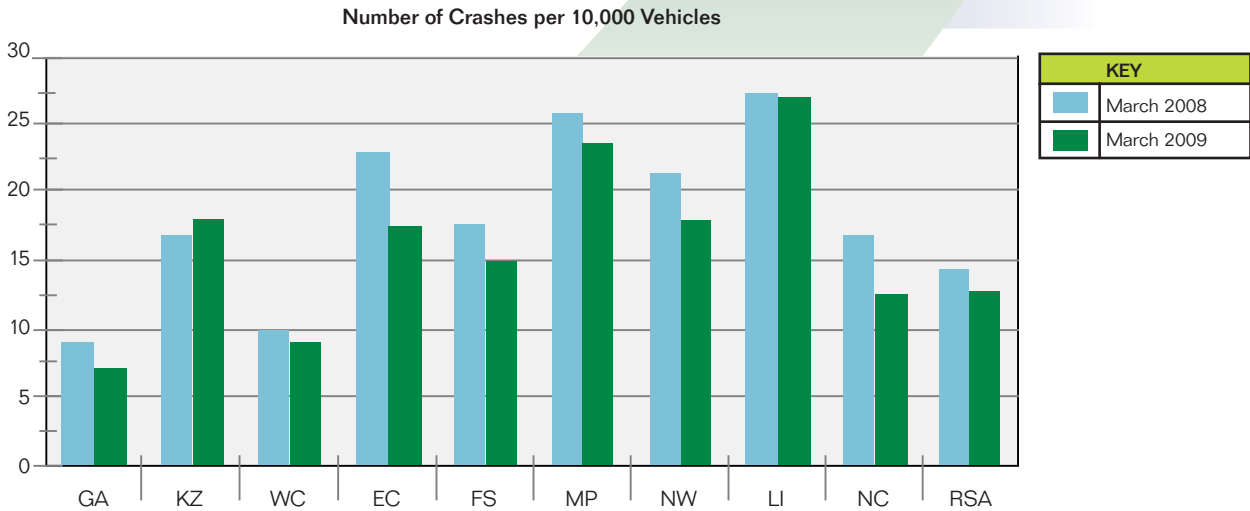
Crash and Fatality Rates and Trends per 10,000 Vehicles

The number of fatal crashes per 10,000 registered motorised vehicles decreased by 1,71 (11,81%) from 14,50 during 2007-2008 to 12,79 in the 2008-2009 financial year. Provincial detail in this regard is given in the table and graphically reflected in the figure below.

Severity of Crashes per Province (Av no. of fatalities/crash)										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	8.97	17.03	9.82	23.43	17.93	26.34	21.85	27.85	17.08	14.50
2008-09	6.93	18.30	8.96	17.76	15.19	24.07	18.18	27.53	12.61	12.79
Change	-2.04	1.27	-0.86	-5.67	-2.74	-2.27	-3.67	-0.32	-4.48	-1.71
% Change	-22.76	7.48	-8.71	-24.19	-15.28	-8.62	-16.79	-1.16	-26.20	-11.81



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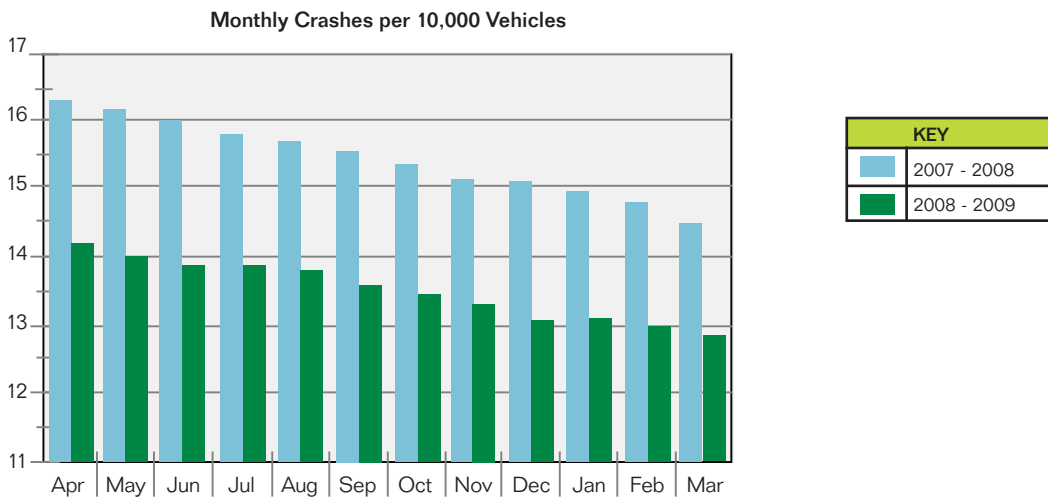


With the exception of KwaZulu-Natal, all other provinces recorded decreases. On a provincial percentage basis the biggest decreases were recorded as follows:

- Northern Cape : decrease of 4,48 (26,20%) from 17,08 to 12,61;
- Eastern Cape : decrease of 5,67 (24,19%) from 23,43 to a rate of 17,76; and
- Gauteng: decrease of 2,04 (22,76%) from 8,97 to a rate of 6,93.

The rates in this regard for KwaZulu-Natal, Eastern Cape, Mpumalanga, North West and Limpopo remain well above the national average rate.

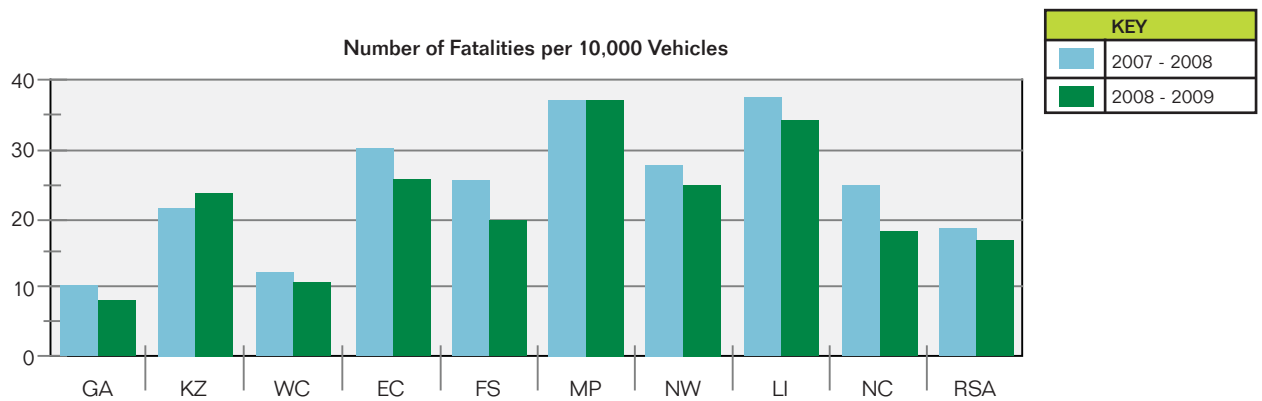
The number of fatal crashes per 10,000 registered motorised vehicles per month for the two respective years 2007-2008 and 2008-2009 are shown in the figure below.



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The number of fatalities per 10,000 registered motorised vehicles decreased by 1,83 (10,03%) from 18,28 during 2007-2008 to 16,44 during 2008-2009. Provincial detail in this regard is given in the table and graphically reflected in the figure below.

Number of Fatalities per 10,000 Motorised Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	10.11	21.32	11.88	29.83	25.28	37.04	27.59	37.44	24.57	18.28
2008-09	7.80	23.57	10.55	25.47	19.37	37.15	24.71	34.07	17.91	16.44
Change	-2.31	2.25	-1.33	-4.36	-5.91	0.11	-2.88	-3.37	-6.67	-1.83
% Change	-22.86	10.55	-11.18	-14.61	-23.36	0.30	-10.45	-9.01	-27.12	-10.03

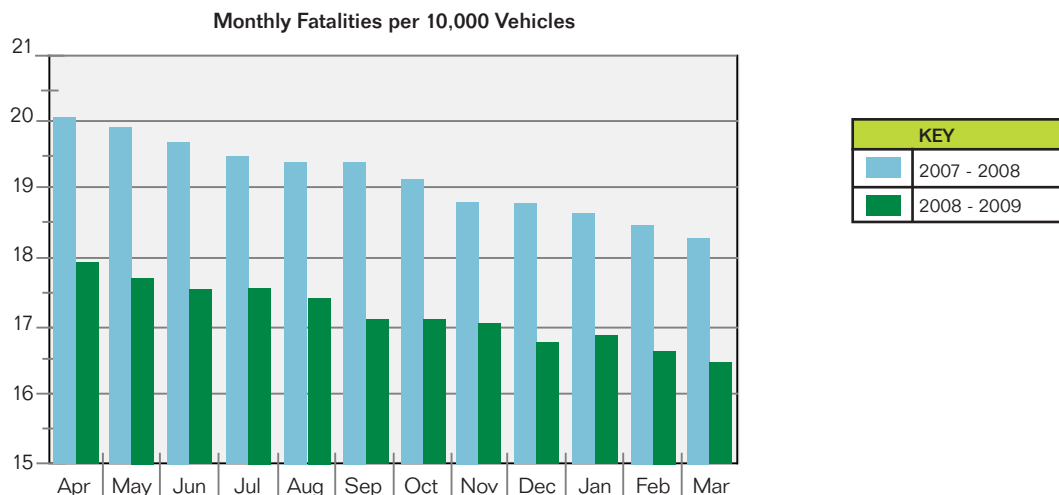


With the exception of KwaZulu-Natal and Mpumalanga, all other provinces recorded decreases in the number of fatalities per 10,000 vehicles. On a provincial percentage basis the biggest decreases were recorded as follows:

- Free State : decrease of 5,91 (23,36%) from 25,28 to a rate of 19,37;
- Gauteng : decrease of 2,31 (22,86%) from 10,11 to a rate of 7,80; and
- Northern Cape: decrease of 6,67 (27,12%) from 24,57 to a rate of 17,91.

The rates in this regard for the Eastern Cape, Mpumalanga, North West and Limpopo remain well above the national average rate.

The number of fatalities per 10,000 registered motorised vehicles per month for the two 12-month periods is shown in the figure below.



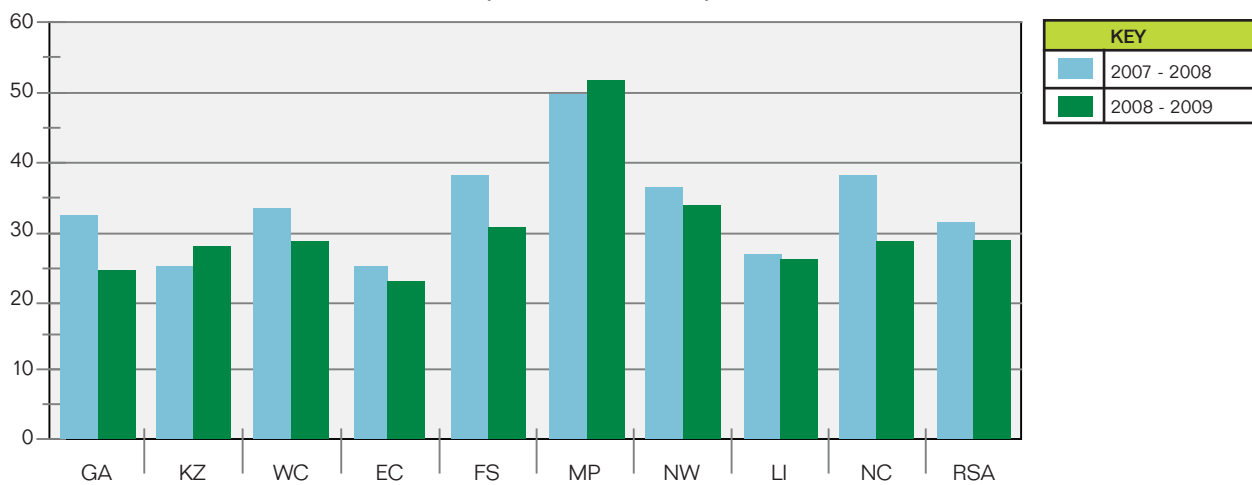
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Number of Fatalities per 100,000 Human Population

The number of fatalities per 100,000 human population decreased by 2,59 (8,47%) from 30,60 during 2007-2008 to 28,01 during 2008-2009. Provincial detail in this regard is given in the table and graphically reflected in the figure below.

Number of Fatalities per 10,000 Motorised Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	31.69	24.30	32.71	24.25	37.26	49.07	35.67	26.06	37.36	30.60
2008-09	23.74	27.37	27.83	22.21	30.01	50.85	33.00	25.34	27.92	28.01
Change	-7.95	3.07	-4.88	-2.03	-7.25	1.78	-2.68	-0.72	-9.45	-2.59
% Change	-25.08	12.65	-14.92	-8.38	-19.45	3.62	-7.50	-2.77	-25.29	-8.47

Number of Fatalities per 100,000 Human Population



With the exception of KwaZulu-Natal and Mpumalanga, all other provinces recorded decreases in this regard. On a provincial percentage basis the biggest decreases were recorded as follows:

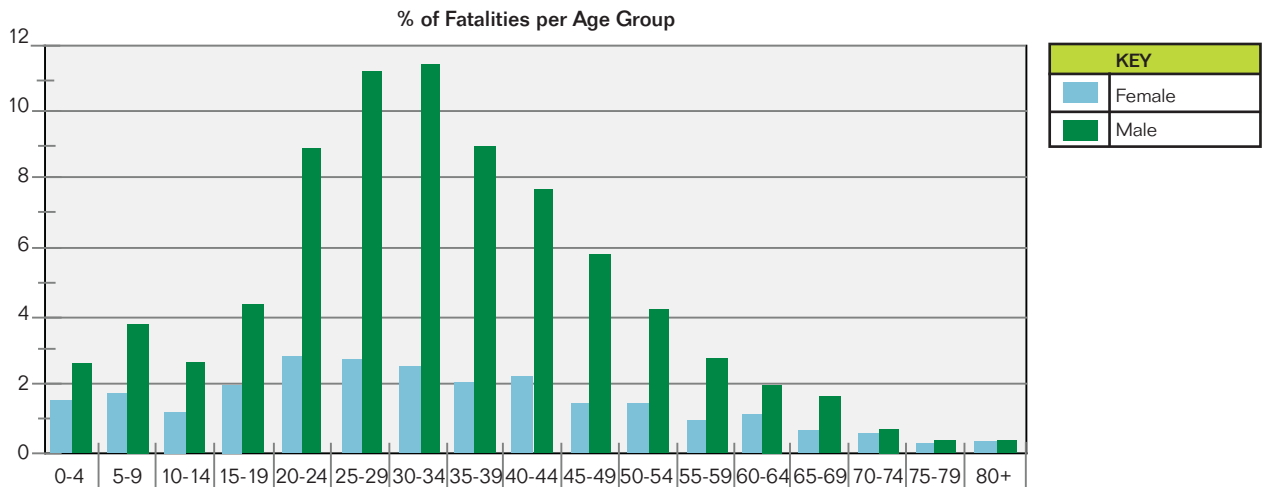
- Gauteng : decrease of 7,95 (25,08%) from 31,69 to a rate of 23,74;
- Free State : decrease of 7,25 (19,45%) from 37,26 to a rate of 30,01; and
- Northern Cape : decrease of 9,45 (25,29%) from 37,36 to a rate of 27,92.

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Fatalities per Age Group and Gender

The percentage of fatalities per age group and gender for the year 2008-2009 (only for the cases where this information is available) are given in the table and reflected in the graph below. With regard to the percentage drivers of vehicles in the age groups 0 to 14 years old that were killed, these were drivers of bicycles, tricycles and animal drawn vehicles. The driver age group 15 to 19 include drivers of bicycles, animal drawn as well as motorized vehicles in the higher age group category.

% Road User Fatalities per Age and Gender Groups									
Age Group	Driver		Passenger		Pedestrian		Total		Total
	Female	Male	Female	Male	Female	Male	Female	Male	
0- 4	0.00	0.08	1.74	2.97	2.31	3.91	1.44	2.47	3.92
5- 9	0.00	0.16	1.31	2.35	3.25	7.68	1.62	3.60	5.22
10-14	0.00	0.47	1.02	2.66	2.09	3.97	1.10	2.50	3.60
15-19	0.35	2.04	3.41	5.40	1.49	4.70	1.86	4.19	6.05
20-24	0.56	8.73	5.23	10.25	1.76	6.88	2.67	8.63	11.30
25-29	0.70	13.37	5.59	9.86	1.05	9.66	2.59	10.79	13.38
30-34	1.48	16.67	4.14	7.75	1.38	9.80	2.40	11.02	13.43
35-39	0.99	12.58	3.27	5.55	1.38	8.61	1.95	8.64	10.59
40-44	1.20	10.46	3.41	4.77	1.54	7.74	2.12	7.45	9.57
45-49	0.70	9.67	2.40	3.29	0.83	4.57	1.36	5.57	6.92
50-54	0.63	6.92	2.40	1.80	0.88	3.91	1.36	4.01	5.36
55-59	0.21	5.03	1.31	1.33	0.88	2.05	0.84	2.64	3.49
60-64	0.28	2.59	1.67	1.25	0.94	1.92	1.01	1.87	2.89
65-69	0.21	2.20	0.87	1.02	0.61	1.59	0.59	1.56	2.15
70-74	0.07	0.94	0.87	0.23	0.44	0.79	0.49	0.63	1.13
75-79	0.07	0.39	0.36	0.16	0.17	0.33	0.21	0.29	0.50
80+	0.00	0.24	0.29	0.08	0.39	0.53	0.24	0.28	0.52
Total	7.46	92.54	39.29	60.71	21.36	78.64	23.86	76.14	100.00

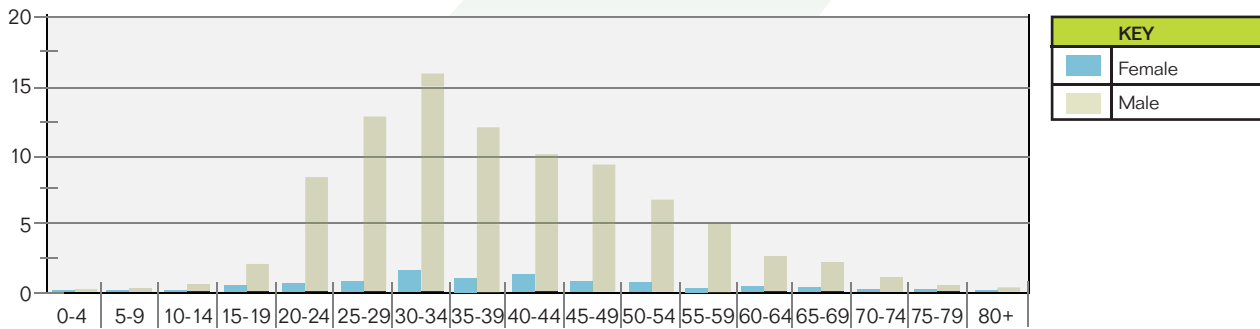


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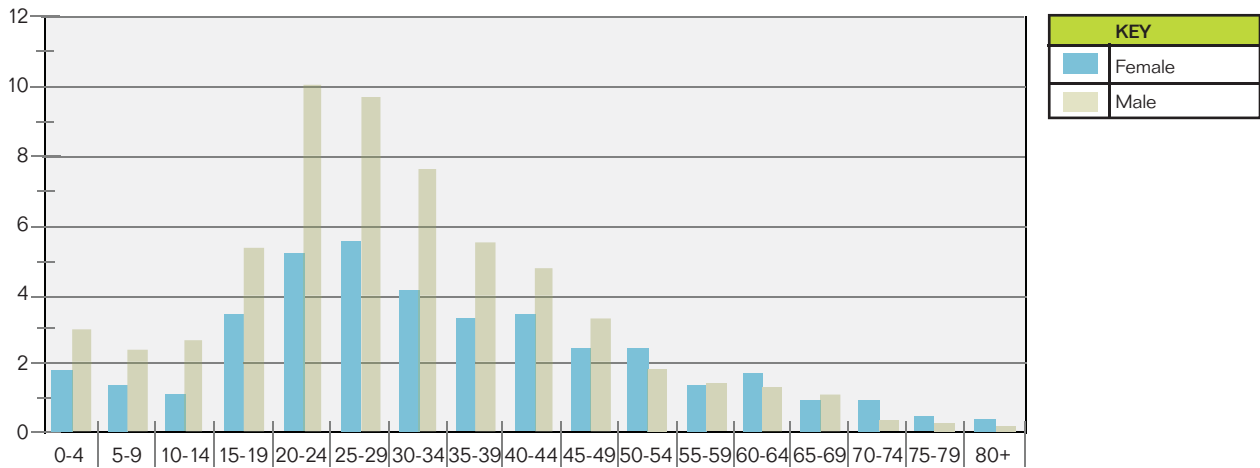
The above information shows that in the order of 23,86% road fatalities during 2008-2009 were female and 76,14% male. 92,54% of all drivers killed in crashes were male and 7,76% female. The age group with the highest percentage fatalities is between the ages of 30 to 34 years, of which 2,40% is female and 13,43% male, as a percentage of the total fatalities.

The percentage of fatalities per road user group is also reflected in the graphs below.

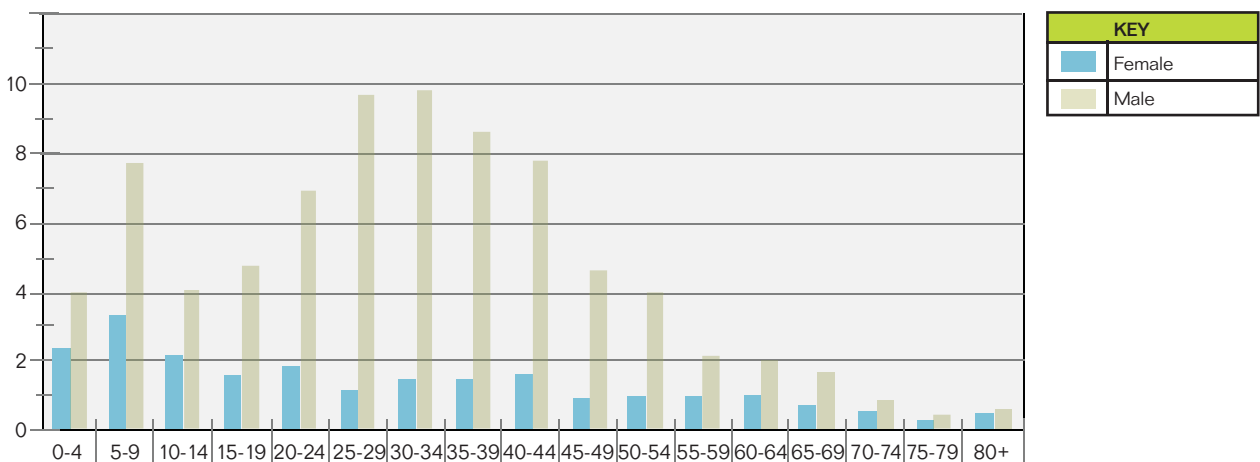
% of Driver Fatalities per Age Group



% of Passenger Fatalities per Age Group



% of Pedestrian Fatalities per Age Group



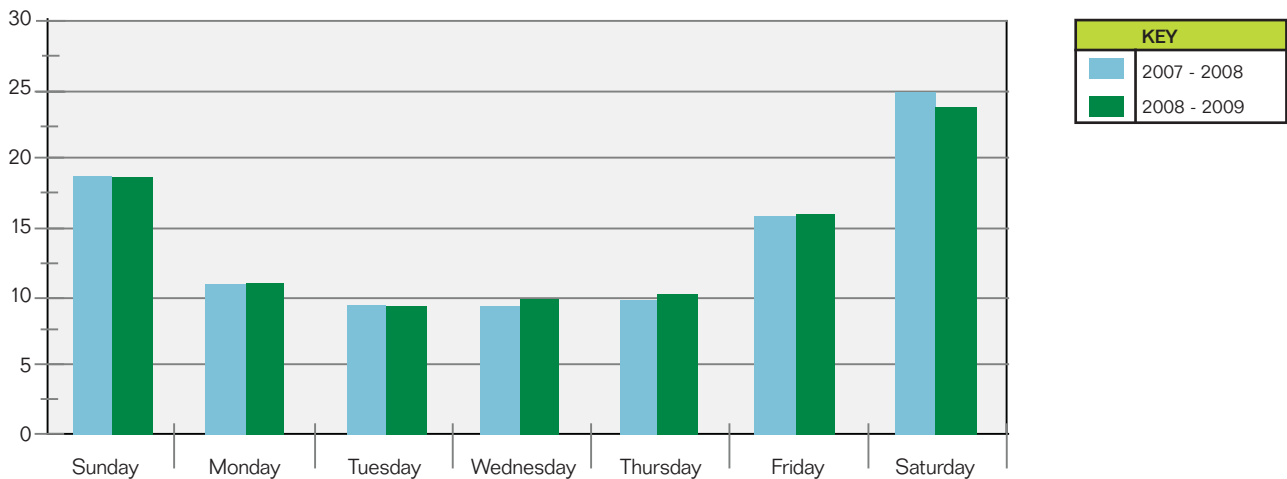
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Crashes per Day of Week

The percentage of fatal crashes per day of the week per province during the year 2008-2009 is given in the table and the national figures in this regard for both 2007-2008 and 2008-2009 graphically reflected in the figure below.

Percentage of Fatal Crashes per Day-of-Week								
Province	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
Gauteng	20.54	11.58	9.19	8.96	9.79	15.58	24.36	100
Kwa-Zulu Natal	17.37	11.58	11.58	11.27	11.48	16.24	20.48	100
Western Cape	17.21	9.99	9.46	9.72	9.72	18.79	25.10	100
Eastern Cape	19.56	11.27	9.70	10.80	12.36	12.05	24.26	100
Free State	19.83	7.47	7.76	10.63	8.91	18.68	26.72	100
Mpumalanga	18.95	12.28	8.42	11.40	10.00	15.79	23.16	100
North West	21.20	11.40	7.80	7.40	10.40	18.40	23.40	100
Limpopo	18.06	11.34	9.03	9.84	9.14	16.20	26.39	100
Northern Cape	10.20	9.18	10.20	12.24	12.24	16.33	29.59	100
Total	18.95	11.12	9.37	9.93	10.26	16.21	24.15	100

% of Fatal Crashes per Day of Week



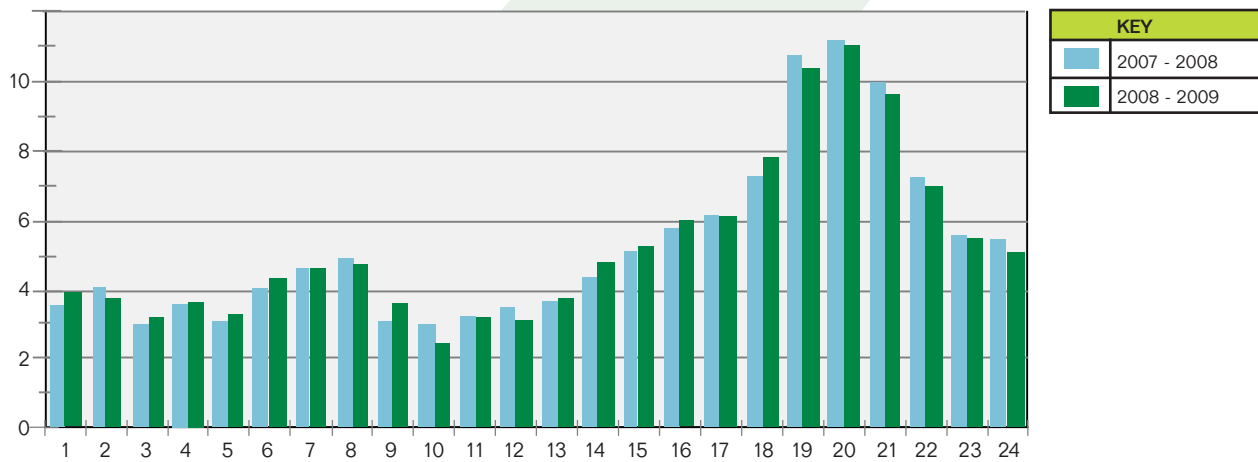
The information above shows that almost one quarter (24,15%) of the weekly crashes happen on a Saturday. During 2007-2008 60,35% of all fatal crashes happened over weekends from Friday to Sunday. During 2008-2009 this percentage decreased slightly to 59,31%. The province with the highest Sunday percentage of fatal crashes is North West (21,20%) followed by Gauteng with 20,54%. The province with the highest Friday percentage is the Western Cape (18,79%) followed by the Free State with 18,69%. The province with the highest Saturday percentage of fatal crashes is the Northern Cape (29,59%) followed by Free State with 26,72%.

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Number of Crashes per Time of Day

The percentage of fatal crashes per time of day during 2007-2008 and 2008-2009 is reflected in the graph below.

% of Fatal Crashes per Time of Day



The above information shows the following percentage of crashes for the respective hours of the day during 2008-2009:

- From 18:00 to 19:00 : 8,33%;
- From 19:00 to 20:00 : 8,87%; and
- From 20:00 to 21:00 : 7,71%,

which totals to 24,91%, almost one quarter of the daily fatal crashes.

During 2008-2009 in the order of 17,34% of the daily fatal crashes happened during the early hours of the morning, between midnight and 06:00.

In the order of 38,83% of the daily crashes happened between 18:00 in the evening and midnight. 56,18% of the daily crashes happened generally during hours of darkness, between 18:00 in the evening and 06:00 the next morning.

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Number of Vehicles in Fatal Crashes per Type of Vehicle

The information in the table below shows the following:

- The number of all types of vehicles involved in fatal crashes decreased by 1,936 (12,18%) from 15,892 in 2007-2008 to 13,956 in 2008-2009;
- The number of motorised vehicles involved in fatal crashes decreased by 1,924 (12,34%) from 15,586 in 2007-2008 to 13,662 in 2008-2009;
- The number of bicycles involved in fatal crashes decreased by 11 (3,52%) from 305 to 294; and
- No animal drawn vehicles were involved in fatal crashes during 2008-2009.

Number of Vehicles involved in Fatal Crashes				
Vehicle Type	2007-08	2008-09	Change	% Change
Motorcars	7,367	6,311	-1,056	-14.33
Minibuses	1,192	963	-229	-19.24
Minibus Taxis	264	373	109	41.45
Buses	298	269	-29	-9.70
Motorcycles	310	299	-11	-3.47
LDV's - Bakkies	3,058	2,790	-268	-8.77
Trucks - rigid	646	435	-212	-32.75
Trucks - articulated	958	888	-70	-7.32
Other and unknown	1,492	1,334	-158	-10.61
Total Motorised	15,586	13,662	-1,924	-12.34
Bicycle	305	294	-11	-3.52
Animal drawn	1	0	-1	-100.00
Total	15,892	13,956	-1,936	-12.18

The information above further shows that, with the exception of minibus taxis, all other types of vehicles recorded decreases.

Minibus taxis involved in fatal crashes increased by 109 (41,45%) from 264 to 373.

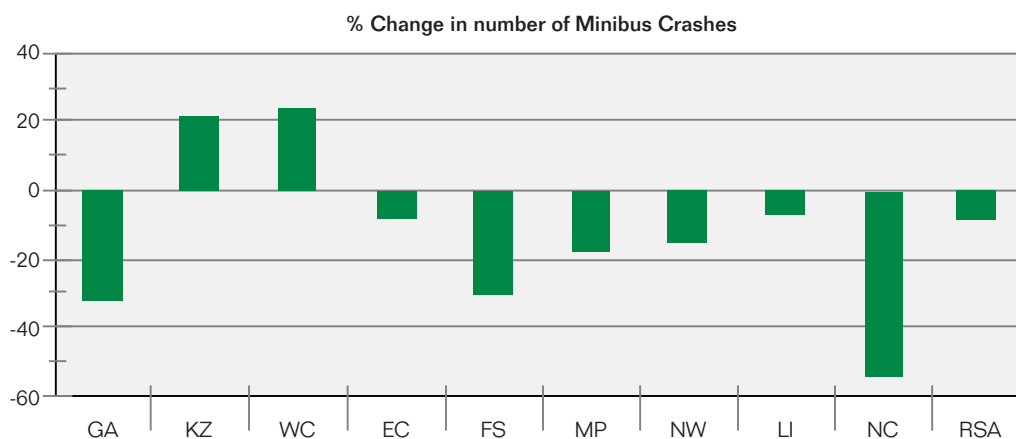
On a percentage basis, some of the biggest decreases recorded were as follows:

- Rigid trucks : decreased by 212 (32,75%) from 646 to 435;
- Minibuses : decreased by 229 (19,24%) from 1,192 to 963; and
- Motorcars: decreased by 1,056 (14,33%) from 7,367 to 6,311.

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The number of all minibuses involved in fatal crashes per province is given in the table and the change reflected in the graph below.

Number of All Minibuses Involved in Fatal Crashes per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	320	306	111	168	100	172	114	136	29	1,456
2008-09	219	372	138	155	70	144	97	128	14	1,336
Change	-101	66	27	-12	-30	-28	-17	-9	-16	-120
% Change	-31.61	21.68	23.86	-7.36	-29.87	-16.52	-14.93	-6.33	-53.36	-8.25

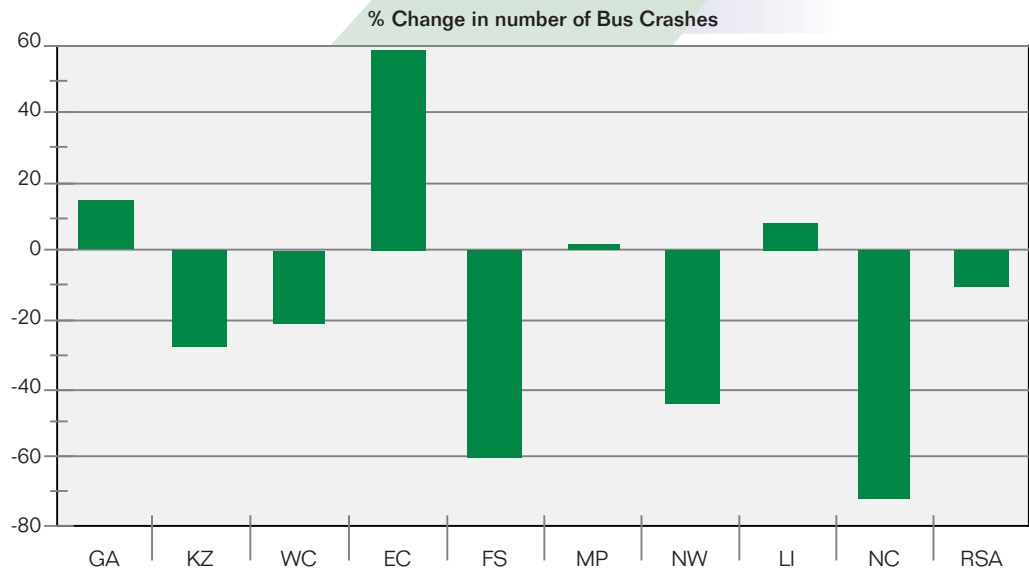


The information above shows that the number of all minibuses involved in fatal crashes decreased by 120 (8,25%) from 1,456 in 2007-2008 to 1,336 in 2008-2009. With the exception of KwaZulu-Natal and the Western Cape, all other provinces show a decrease in this regard. On a percentage basis the biggest increase was recorded in the Western Cape where the number of minibuses in fatal crashes increased by 27 (23,86%) from 111 to 138 in 2008-2009. In KwaZulu-Natal the increase was 66 (21,68%) from 306 to 372.

The number of buses involved in fatal crashes per province is given in the table and the change reflected in the graph below.

Number of Buses Involved in Fatal Crashes per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	37	65	44	33	22	42	21	24	9	298
2008-09	43	47	35	53	8	43	12	26	2	269
Change	5	-18	-9	20	-14	1	-10	2	-6	-29
% Change	14.07	-27.81	-20.09	59.75	-61.67	1.29	-45.24	8.00	-73.57	-9.70

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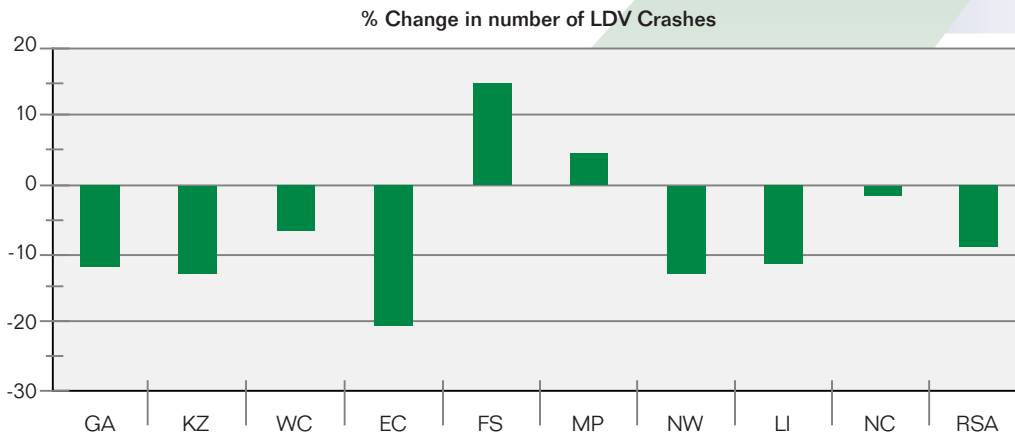
The information above shows that the number of buses involved in fatal crashes decreased by 29 (9,70%) from 298 in 2007-2008 to 269 in 2008-2009. With the exception of Gauteng, Eastern Cape, Mpumalanga and Limpopo, all other provinces show a decrease in this regard. On a percentage basis the biggest increase was recorded in the Eastern Cape with an increase of 59,75% from 33 to 53, followed by Gauteng where the number of buses increased by 5 (35,29%) from 37 in 2007-2008 to 43 in 2008-2009.

The number of LDVs (bakkies) involved in fatal crashes per province is given in the table and the change reflected in the graph below.

Number of LDVs Involved in Fatal Crashes per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	461	535	297	420	165	408	287	388	96	3,058
2008-09	407	465	277	333	189	427	251	344	95	2,790
Change	-54	-69	-19	-87	25	18	-37	-44	-1	-268
% Change	-11.77	-12.98	-6.55	-20.65	14.97	4.49	-12.72	-11.33	-0.89	-8.77



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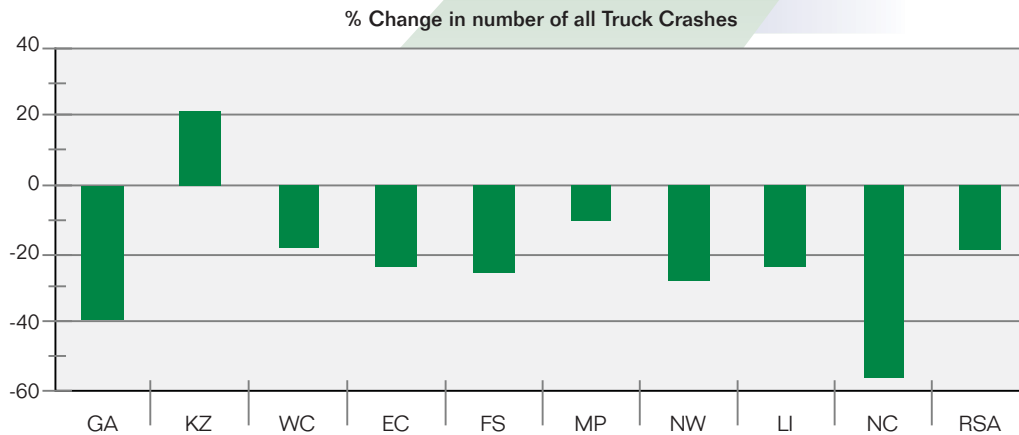


The information above shows that the number of LDVs involved in fatal crashes decreased by 268 (8,77%) from 3,058 in 2007-2008 to 2,790 in 2008. With the exception of Free State and Mpumalanga all other provinces show decreases in this regard. On a percentage basis the biggest increase was recorded in the Free State with an increase of 25 (14,97%) where the number of LDVs increased from 165 in 2007 to 189 in 2008-2009.

The number of all trucks involved in fatal crashes per province is given in the table and the percentage (%) change reflected in the graph below.

Number of All Trucks Involved in Fatal Crashes per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	307	236	161	174	166	243	127	146	45	1,605
2008-09	193	285	135	135	126	221	94	114	20	1,323
Change	-113	49	-27	-39	-40	-22	-33	-32	-24	-282
% Change	-36.92	20.85	-16.69	-22.42	-24.00	-9.15	-26.30	-22.00	-54.26	-17.56

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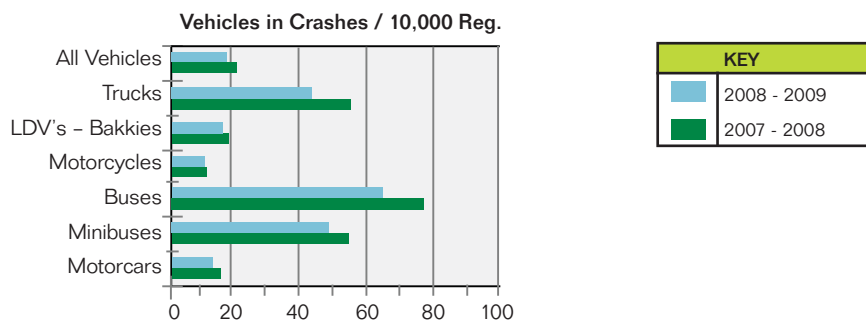


The information above shows that the number of all trucks involved in fatal crashes (rigid plus articulated) decreased by 282 (17,56%) from 1,605 in 2007-2008 to 1,323 in 2008-2009. With the exception of KwaZulu-Natal all other provinces recorded decreases. KwaZulu-Natal show an increase of 49 (20,85%) from 236 to 285 in 2008-2009.

The number of vehicles involved in fatal crashes per 10,000 registered vehicles per type of vehicle, is shown in the table and graphically reflected in the figure below. The general rate decreased by 15,35% from 19,36 to 16,39.

Number of Vehicles involved in Fatal Crashes				
Vehicle Type	2007-08	2008-09	Change	% Change
Motorcars	14.39	11.98	-2.41	-16.77
Minibuses	53.25	47.61	-5.64	-10.59
Buses	76.32	63.78	-12.54	-16.43
Motorcycles	10.06	9.27	-0.79	-7.87
LDV's - Bakkies	17.02	14.78	-2.24	-13.14
Trucks	53.91	41.98	-11.93	-22.13
All vehicles	19.36	16.39	-2.97	-15.35

The information above shows that without exception, decreases were recorded for all types of vehicles. On a percentage basis the biggest decrease was recorded for trucks, -11,93 (22,13%) from 53,91 to 41,98 trucks involved in fatal crashes per 10,000 registered.



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Road User Group Fatalities per Type of Vehicle

The number of fatalities per type of vehicle during 2007-08 and 2008-09 is given in the table below.

Number of Fatalities per Type of Vehicle				
Vehicle Type	2007-08	2008-09	Change	% Change
Motorcars	6,990	6,244	-745	-10.66
Minibuses	1,359	1,241	-118	-8.68
Minibus Taxis	313	524	211	67.65
Buses	293	392	99	33.78
Motorcycles	302	302	-0	-0.08
LDV's - Bakkies	2,900	2,780	-120	-4.13
Trucks - rigid	412	264	-148	-35.91
Trucks - articulated	518	513	-5	-0.95
Other and unknown	1,326	1,170	-156	-11.74
Total Motorised	14,412	13,431	-981	-6.81
Bicycle	299	276	-23	-7.81
Animal drawn	1	0	-1	-100.00
Total	14,713	13,707	-1,006	-6.84

Amongst others, the information in the table above shows that, with the exception of minibus taxis and buses, the number of fatalities for all the other types of vehicles decreased. The recorded increases are briefly summarised as follows:

- Minibus taxis : fatalities increased by 211 (67,65%) from 313 to 524; and
- Buses: fatalities increased by 99 (33,78%) from 293 to 392.

Some decreases were recorded as follows:

- Motorcars : decrease of 745 (10,66%) from 6,990 to 6,244;
- Minibuses : decrease of 118 (8,68%) from 1,359 to 1,241; and
- Rigid trucks: decrease of 148 (35,19%) from 412 to 264.



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The number of driver, passenger and pedestrian fatalities per type of vehicle are respectively given in the three tables below.

Number of Driver Fatalities per Vehicle Type				
Vehicle Type	2007-08	2008-09	Change	% Change
Motorcars	2,312	2,088	-223	-9.67
Minibuses	233	239	6	2.60
Buses	11	19	7	62.88
Motorcycles	256	251	-5	-1.89
LDV's - Bakkies	862	730	-133	-15.38
Trucks	234	200	-34	-14.57
Other and unknown	117	126	9	7.75
Total	4,025	3,652	-373	-9.26

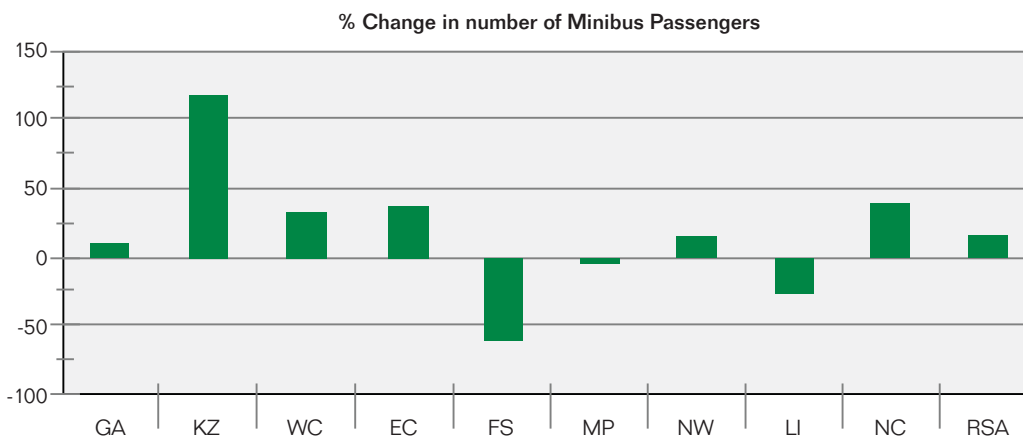
Number of Passenger Fatalities per Vehicle Type				
Vehicle Type	2007-08	2008-09	Change	% Change
Motorcars	2,385	2,140	-245	-10.27
Minibuses	855	990	135	15.76
Buses	172	245	74	42.82
Motorcycles	18	22	4	23.62
LDV's - Bakkies	1,127	1,152	25	2.26
Trucks	314	291	-23	-7.32
Other and unknown	193	106	-87	-45.03
Total	5,064	4,947	-117	-2.31

Number of Pedestrian Fatalities per Vehicle Type				
Vehicle Type	2007-08	2008-09	Change	% Change
Motorcars	2,293	2,016	-277	-12.07
Minibuses	584	537	-47	-8.09
Buses	110	128	18	16.63
Motorcycles	28	29	0	1.18
LDV's - Bakkies	910	898	-12	-1.37
Trucks	382	286	-96	-25.13
Other and unknown	1,016	938	-78	-7.65
Total	5,324	4,832	-492	-9.24

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The number of passenger fatalities in minibus related fatal crashes (minibuses plus minibus taxis) per province is given in the table and the percentage (%) change reflected in the graph below.

Number of All Minibus Passenger Fatalities per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	104	121	61	123	114	144	75	104	8	855
2008-09	113	264	82	168	47	141	87	77	11	990
Change	9	142	20	45	-67	-3	11	-26	3	135
% Change	8.86	117.06	33.18	36.71	-59.05	-1.96	14.65	-25.37	38.24	15.76

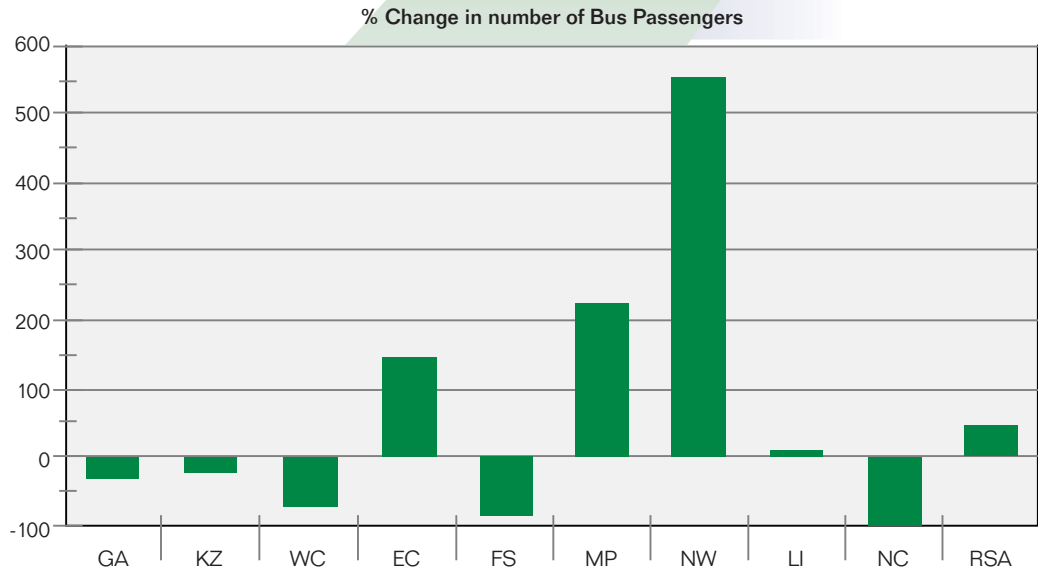


The information above shows that the number of all minibus passenger fatalities increased by 135 (15,76%) from 855 in 2007-2008 to 990 in 2008-2009. Three provinces recorded decreases and six provinces show increases in this regard. The biggest increase was recorded in KwaZulu-Natal where the number of minibus passenger fatalities increased by 142 (117,06%) from 121 to 264 in 2008-2009.

The number of passenger fatalities in bus related fatal crashes is given in the table and the percentage (%) change reflected in the graph below.

Number of Bus Passenger Fatalities per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	7	56	30	19	7	35	2	6	9	172
2008-09	5	47	9	47	1	113	16	6	0	245
Change	-2	-9	-21	28	-6	78	13	0	-9	74
% Change	-27.42	-15.64	-68.72	144.53	-85.48	225.78	563.31	6.44	-100.00	42.82

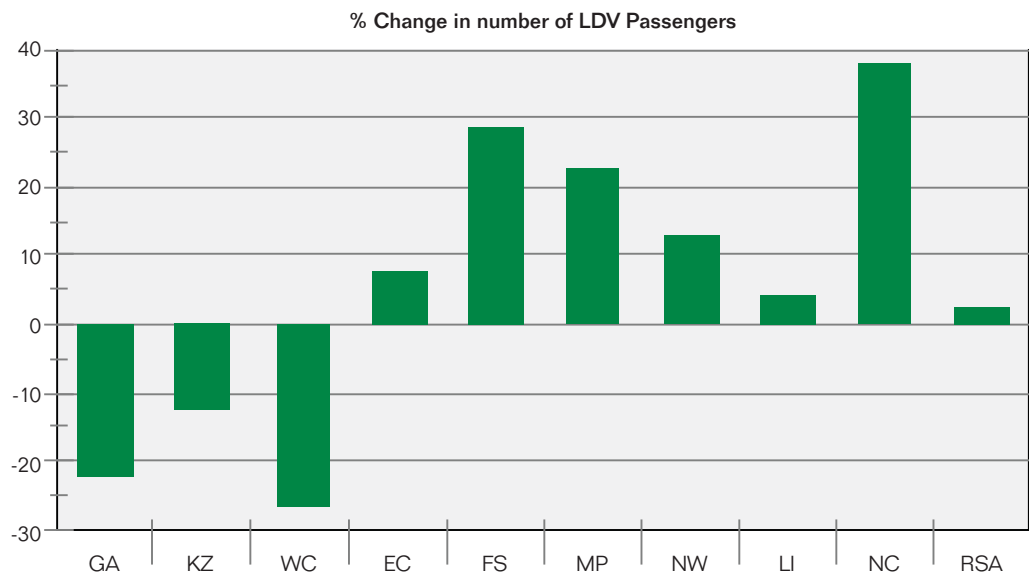
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The information above shows that the number of bus passenger fatalities increased by 74 (42,82%) from 172 in 2007-2008 to 245 in 2008-2009. Five provinces recorded decreases and four provinces show increases in this regard. The biggest increase was recorded in North West where the number of bus passenger fatalities increased by 13 (563,31%) from 2 to 16 in 2008-2009. In Mpumalanga the number of bus passenger fatalities increased by 78 (225,78%) from 35 to 113.

The number of passenger fatalities in LDV (bakkie) related fatal crashes are given in the table and the percentage (%) change reflected in the graph below.

Number of LDV Passenger Fatalities per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	99	225	104	169	73	144	117	157	38	1,127
2008-09	77	198	77	181	94	177	132	163	53	1,152
Change	-22	-27	-27	13	21	33	15	6	15	25
% Change	-22.24	-12.07	-26.25	7.51	28.84	22.54	12.81	4.02	38.24	2.26



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The information above shows that the number of LDV (bakkie) passenger fatalities increased by 25 (2,26%) from 1,127 in 2007-2008 to 1,152 in 2008-2009.

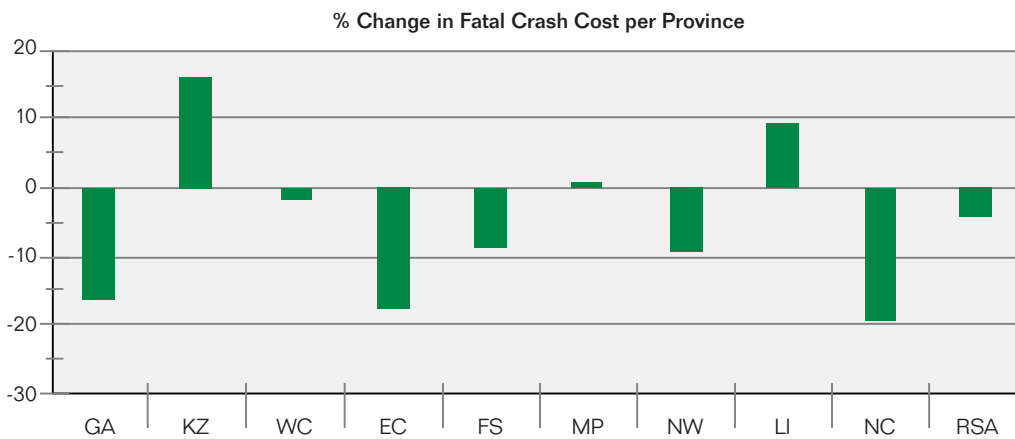
Three Provinces recorded decreases in LDV passenger fatalities : Gauteng (22,24%), KwaZulu-Natal (12,07%) and the Western Cape (26,25%).

On a percentage basis the biggest increase was recorded in the Northern Cape (38,24%); followed by the Free State with an increase of 28,84% and Mpumalanga with an increase of 22,54%.

Estimated Cost of Fatal Crashes

The information in the table below shows that the estimated cost of fatal crashes decreased, despite the increase in the inflation rate, by R 543 million (4,11%) from R 13,218 billion over 2007-2008 to R 12,675 billion in 2008-2009. The provincial changes in this regard are also reflected in the figure below.

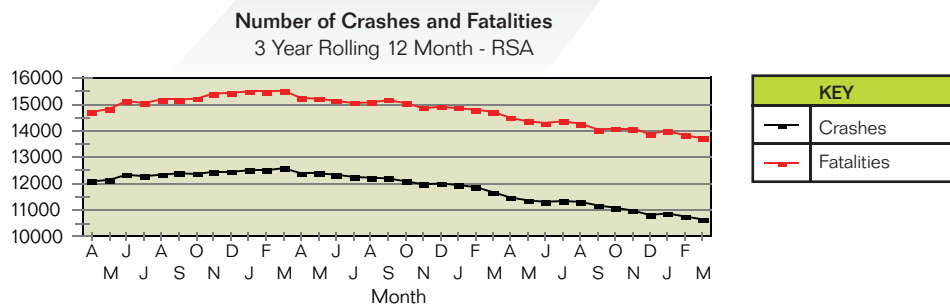
Number of LDV Passenger Fatalities per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007-08	3,152	2,206	1,517	1,469	880	1,403	1,088	1,178	326	13,218
2008-09	2,649	2,560	1,497	1,214	806	1,410	990	1,285	264	12,675
Change	-503	354	-20	-255	-74	7	-98	108	-62	-543
% Change	-15.97	16.05	-1.35	-17.34	-8.38	0.51	-8.99	9.14	-19.06	-4.11



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Long Term Fatal Crash and Fatality Trends

The information in the graph below reflects a rolling 12-month total number of fatal crashes and fatalities over a period of 3 years from 1 April 2006 to 31 March 2009.



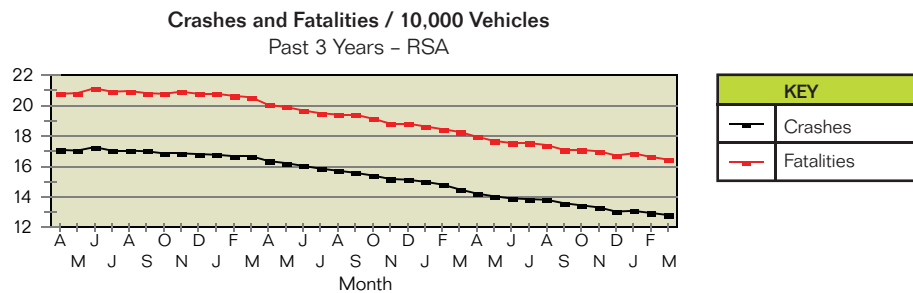
The information above shows a steady increase in the annual number of fatal crashes at a rate of about 4,37% per annum from 12,086 crashes at the end of April 2006 up to a peak of 12,577 crashes at the end of March 2007. From March 2007 there was a steady decrease over a period of 24 months, at an average rate of about 7,88% per annum.

Over the same period there was a steady increase in the annual number of fatalities at an annual rate of about 5,86% from 14,708 fatalities at the end of April 2006 up to a peak of 15,515 at the end of March 2007. From March 2007 there was a steady decrease at an average rate of about 5,90% per annum.

The number of fatal crashes per 10,000 motorised vehicles peaked at a rate of 17,25 in June 2006. From there it commenced on a steady average annual decrease of 10,81% over a period of 33 months to a rate of 12,79 at the end of March 2009.

The number of fatalities per 10,000 motorised vehicles peaked at a rate of 20,95 in August 2006. From there it commenced on a steady average annual decrease of 9,32% over a period of 31 months to a rate of 16,44 at the end of March 2009.

The above information is also reflected in the graph below.



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2008 Road Traffic Offence Survey Results

Traffic offence surveys are annually conducted with the view to:

- determine the general level of lawlessness on the road network on a year to year basis;
- measure the effect and impact of road safety communication and law enforcement programmes, projects and campaigns; and
- complement existing traffic safety information as well as to clarify the factors that contribute to road crashes.

By comparing the rates on an annual basis, the long term progress with regard to traffic discipline, law abidance and quality and safety in road traffic can be measured, monitored and evaluated.

A brief summary of the main traffic offence indices for 2008 on a national level, in comparison with the 2007 indices, is given in the table below.

Summary of 2007-2008 Offence Indices					
Offence Type	Description	2007	2008	Change	% Change
Speed offences	Urban areas all vehicle types	4.40	6.70	2.30	52.27
	Rural areas all vehicle types	5.00	5.80	0.80	16.00
Alcohol offences	Day-time all vehicle types	0.55	2.40	1.85	336.36
	Night-time all vehicle types	4.36	3.57	-0.79	-18.12
Seatbelt offences	Drivers	0.60	4.20	3.60	600.00
	Passengers front seat	4.40	4.70	0.30	6.82
Traffic signal offences	Day-time all vehicles	18.40	29.80	11.40	61.96
	Night-time all vehicles	15.20	33.00	17.80	117.11
No driving licence	All vehicles	2.50	3.90	1.40	56.00
No PrPD	Minibus taxis, buses, trucks	7.50	3.80	-3.70	-49.33
Tyre offences	Worn & damaged tyres	6.10	6.90	0.80	13.11
Vehicle light offences	Head-lights	1.40	3.20	1.80	128.57
	Tail-lights	1.58	1.70	0.12	7.59
	Brake-lights	4.40	5.30	0.90	20.45
Number plate	No plate & disc correlation	0.9	0.7	-0.20	-22.22
Combined Index		5.28	6.75	1.47	27.84

The information above shows that, on a national level, the overall offence index increased by 27,84% from an index of 5,28 in 2007 to an index of 6,75 in 2008.

Decreases were recorded only for three of the main offence types. These are:

- Driving under the influence of alcohol at night-time, all categories of vehicles : decreased by 18,12% from an index of 4,36 in 2007 to an index of 3,57;
- Failure to carry or to produce a professional driving permit (PrDP) by drivers of minibus taxis, buses and trucks : decreased by 49,33% from an index of 7,50 to an index of 3,80 in 2008; and
- No correlation between the vehicle licence number on the plate and the licence disc, indicating possibility of false number plates: decreased by 22,22% from an index of 0,90 in 2007 to an index of 0,70 in 2008.

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The following types of offences showed increases in excess of 100%:

- Drivers not wearing seatbelts : increased by 600,00% from 0,60 to 4,20;
- Driving while under the influence of alcohol during day-time, all categories of vehicles : increased by 336,36% from an index of 0,55 in 2007 to 2,40 during 2008;
- Vehicles with defect head-lights, all categories of vehicles : increased by 128,57% from 1,40 to an index of 3,20; and
- Traffic signal offences during night-time, all categories of vehicles: increased by 117,11% from an index of 15,20 to an index of 33,00 in 2008.

Some other increases in offence indices of concern are:

- Exceeding the speed limit in urban areas : increased by 52,57% from 4,40 to 6,70;
- Traffic signal offences during day-time : increased by 61,96% from 18,40 to 29,80;
- Drivers of all categories of vehicles failing to produce licences, indicating the possibility of not having a valid licence : increased by 56,00% from 2,50 to 3,9; and
- Defect brake lights across all categories of vehicles: increased by 20,45% from 4,40 to 5,30.

Based on the above indices and accompanying percentages of the various types of offences, estimates were made of the number of drivers on the road that may not have a valid driving licence or professional driving permit (PrDP); as well as the number of vehicles, per type of vehicle, that may be fitted with worn or damaged tyres or defect lights. These estimates for 2008 in comparison with those for 2007 are given in the table below.

Summary of 2007-2008 Estimated Number of Driver & Vehicle Offences					
Offence Type	Description	2007	2008	Change	% Change
Driving licence	Drivers fail to produce	206,692	331,924	125,233	60.59
PrDP (taxis, buses, trucks)	Drivers fail to produce	52,506	27,591	-24,915	-47.45
Worn & damaged tyres	Light motor vehicles	407,765	417,107	9,341	2.29
	Minibus taxis	12,776	9,568	-3,208	-25.11
	Buses	976	1,688	712	72.95
	Trucks	21,444	41,767	20,323	94.77
	Total	442,962	470,130	27,168	6.13
Defect lights	Light motor vehicles	148,206	778,045	629,838	424.97
	Minibus taxis	4,560	21,029	16,469	361.16
	Buses	403	3,930	3,527	874.39
	Trucks	6,019	34,123	28,105	466.96
	Total	159,188	837,127	677,939	425.87

The information in the table above show the following estimated decreases:

- Drivers of minibus taxis, buses and trucks failing to produce a professional driving permit : a possible decrease of 47,45% from a total of 52 506 in 2007 to a total of 27 591 in 2008; and
- The number of minibus taxis fitted with worn or damaged tyres: a possible decrease of 25,11% from a total of 12 776 in 2007 to a total of 9 568 in 2008.

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The information in the table above shows a possible increase in the number of drivers of all categories of vehicles that are driving without a driving licence. This number increased by 60,59% from a total of 206 692 in 2007 to a total of 331 924 in 2008.

The information above shows a possible increase from 2007 to 2008 in the number of all categories of vehicles fitted with worn and/or damaged tyres. Some indicators in this regard are:

- All categories of vehicles : increased by 6,13% from 442 962 to 470 130;
- Trucks increased by 94,77% from 21 444 to 41 767; and
- Buses increased by 72,96% from 976 to 1 688.

The information above further shows a possible major increase from 2007 to 2008 in the number of all categories of vehicles with defect lights, head-lights, tail-lights and brake-lights. Some indicators in this regard are:

- The total number of vehicles with defect lights increased by 425,87% from 159 188 to a total of 837 127 in 2008;
- The number of light motor vehicles (LMVs) with defect lights increased by 424,97% from a total of 148 206 in 2007 to total of 778 045 in 2008;
- The number of minibus taxis with defect lights increased by 361,16% from 4 560 to 21 029; and
- The number of buses with defect lights increased by 874,39% from 403 to 3 930 in 2008.

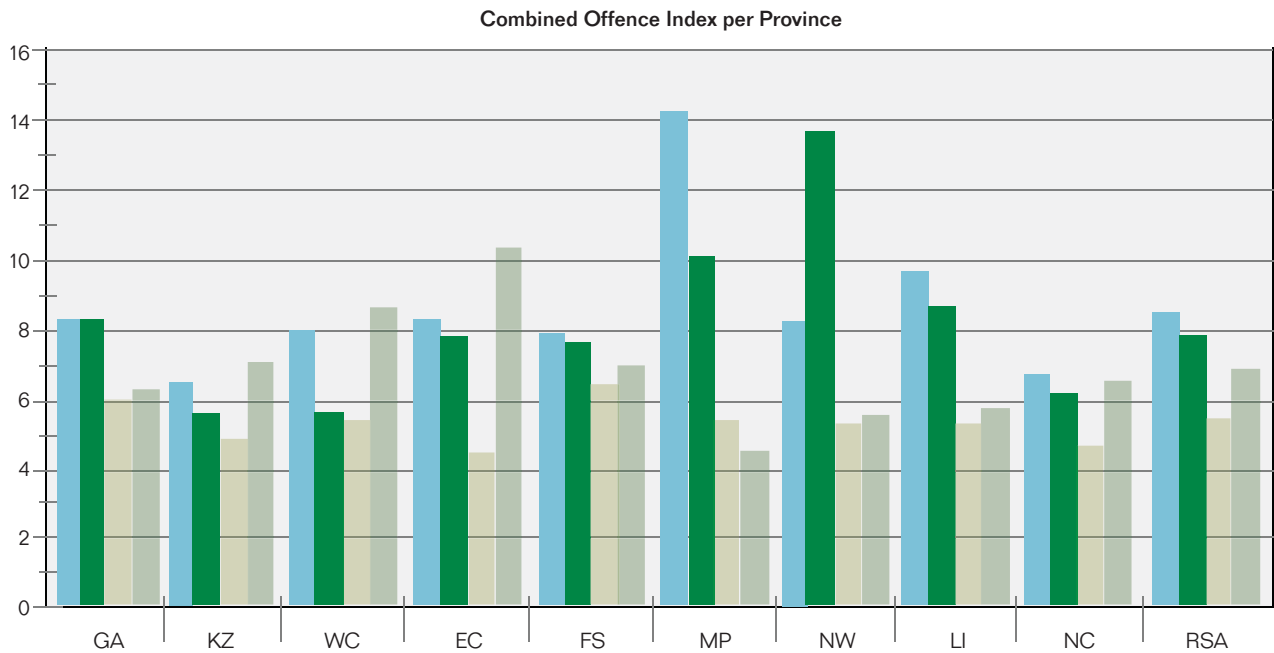


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Provincial Road Traffic Offence Indices

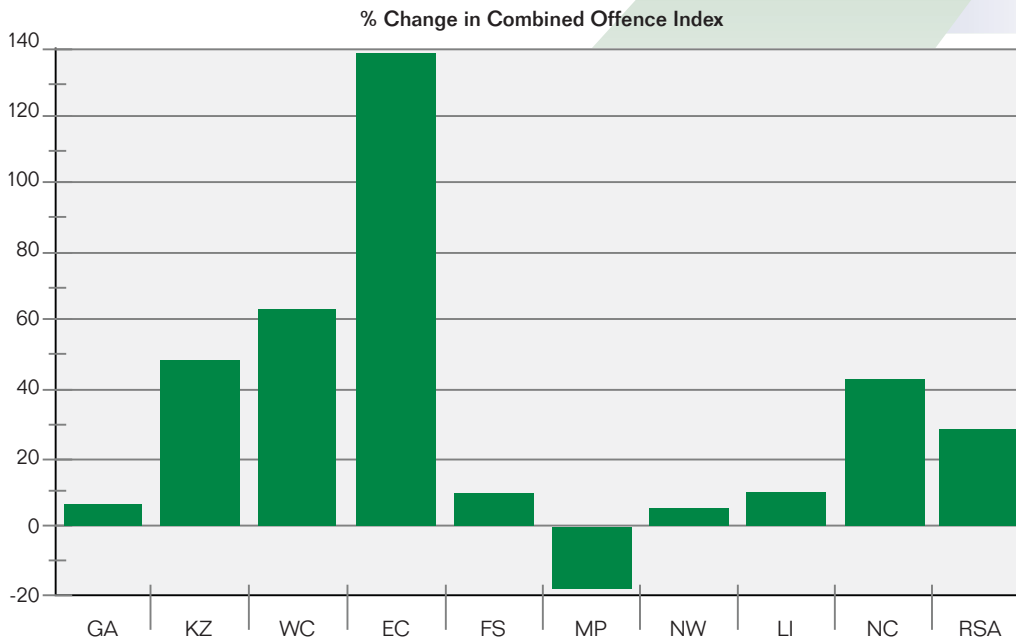
Whereas there has been a general reduction in road traffic offences from 2005 to 2007, the information in the table below shows that the national combined offence index increased by 27,84% from an index of 5,28 in 2007 to an index of 6,75 in 2008. This information is also schematically depicted in the graphs below.

Combined Offence Index per Province										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	8.20	6.40	7.90	8.20	7.80	14.30	8.20	9.60	6.60	8.40
2006	8.19	5.43	5.48	7.71	7.53	10.06	13.74	8.59	6.04	7.73
2007	5.82	4.69	5.23	4.30	6.31	5.23	5.14	5.12	4.47	5.28
2008	6.15	6.95	8.54	10.31	6.86	4.33	5.37	5.59	6.38	6.75
% annual change										
2005-06	-0.12	-15.16	-30.63	-5.98	-3.46	-29.65	67.56	-10.52	-8.48	-7.98
2006-07	-28.94	-13.63	-4.56	-44.23	-16.20	-48.01	-62.59	-40.40	-25.99	-31.69
2007-08	5.67	48.19	63.29	139.77	8.72	-17.21	4.47	9.18	42.73	27.84



KEY	
Light Blue	2005
Dark Green	2006
Light Green	2007
Medium Green	2008

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The above information shows that, with the exception of Mpumalanga, all other provinces experienced increases in the overall level of lawlessness amongst road users. In Mpumalanga the offence rate decreased by 17,21% from an index of 5,23 in 2007 to an index of 4,33 in 2008.

The provinces that recorded the biggest increases are:

- Eastern Cape : increase of 139,77% from 4,30 to 10,31;
- Western Cape : increase of 63,29% from 5,23 to 8,54; and
- KwaZulu-Natal : increase of 48,19% from 4,69 to 6,95.



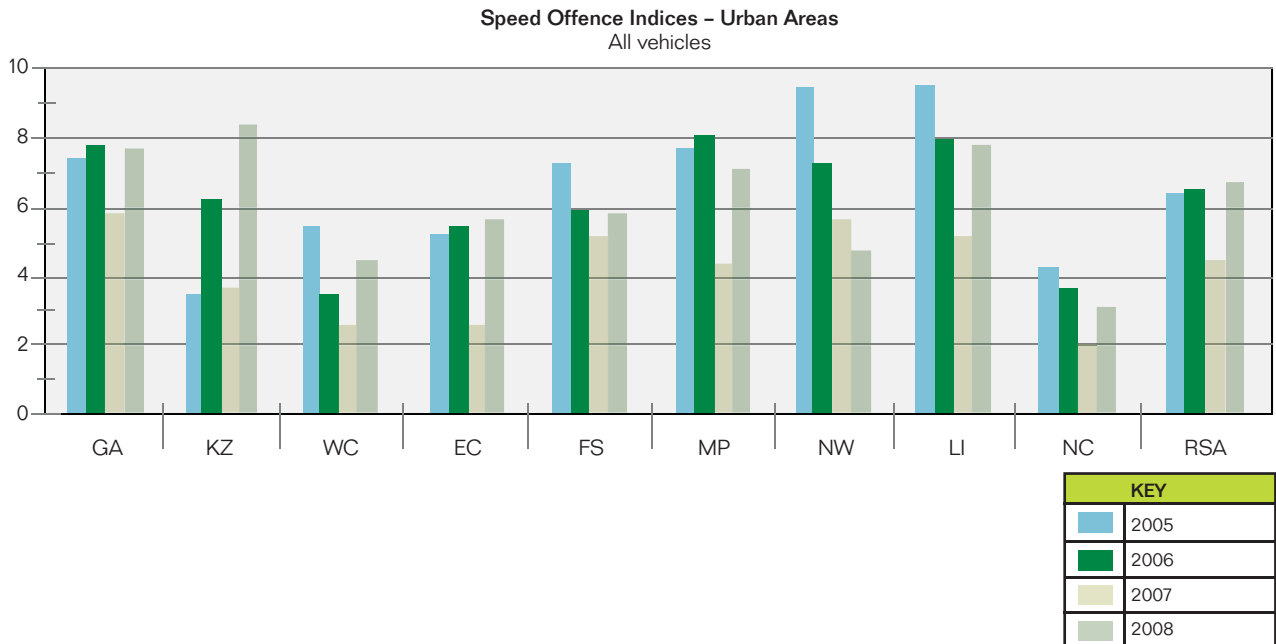
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Speed Offence Indices

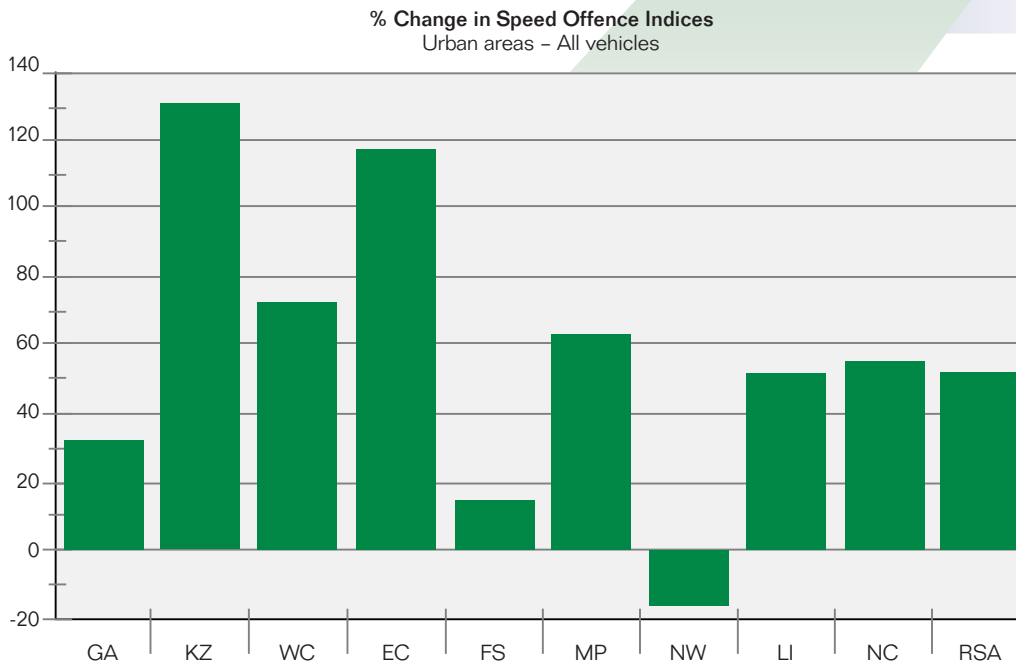
The information in the table below shows that there was an increase of 52,27% in the speed index for all vehicles in urban areas, from 4,40 in 2007 to 6,70 in 2008.

Speed Offence Indices - All Vehicles - Urban Areas										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	7.40	3.40	5.40	5.20	7.30	7.70	9.50	9.60	4.20	6.40
2006	7.80	6.20	3.40	5.40	5.90	8.10	7.30	8.00	3.60	6.50
2007	5.80	3.60	2.50	2.50	5.10	4.30	5.60	5.10	1.90	4.40
2008	7.70	8.40	4.40	5.60	5.80	7.10	4.70	7.80	3.00	6.70
% annual change										
2005-06	5.41	82.35	-37.04	3.85	-19.18	5.19	-23.16	-16.67	-14.29	1.56
2006-07	-25.64	-41.94	-26.47	-53.70	-13.56	-46.91	-23.29	-36.25	-47.22	-32.31
2007-08	32.76	133.33	76.00	124.00	13.73	65.12	-16.07	52.94	57.89	52.27

The information in the table above is also reflected in the graphs below.



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The information above shows that, with the exception of North West, all other provinces recorded increases in the number of vehicles exceeding the speed limit in urban areas. In North West the speed index decreased by 16,07% from 5,60 to 4,70.

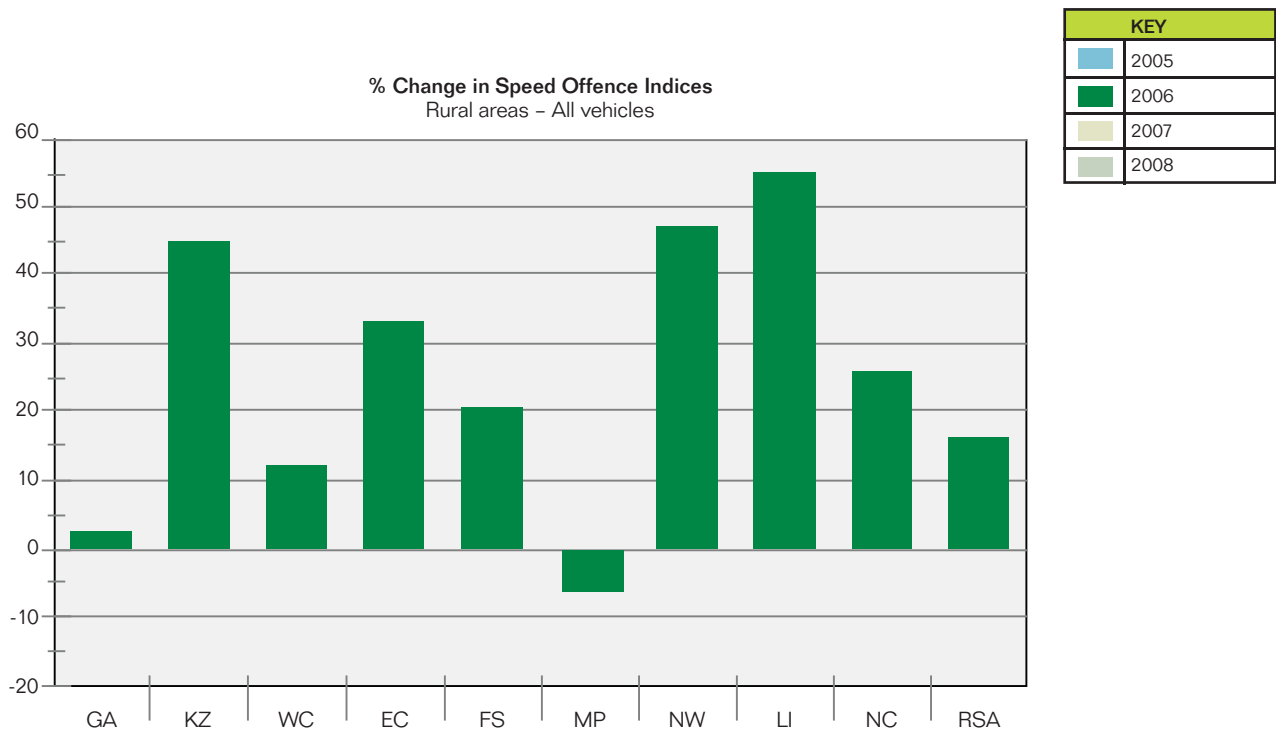
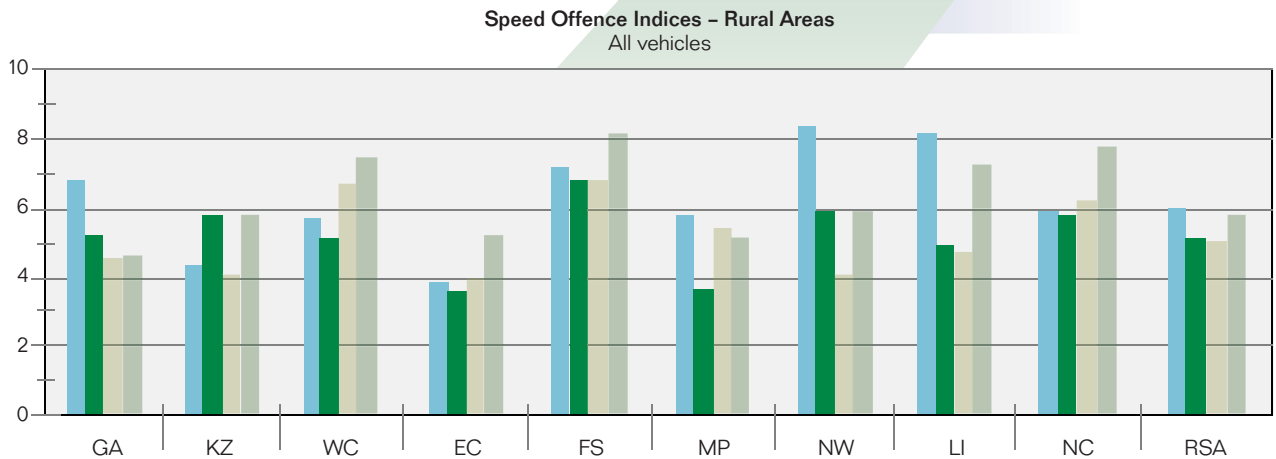
The biggest increases in this regard were recorded as follows:

- KwaZulu-Natal : increase of 133,33% from 3,60 to 8,40;
- Eastern Cape : increase of 124,00% from 2,50 to 5,60; and
- Western Cape: increase of 76,00% from 2,50 to 4,40.

The information in the table and reflected in the graphs below shows that there was an increase of 16,00% in the speed index for all vehicles in rural areas, from 5,00 in 2007 to 5,80 in 2008.

Speed Offence Indices - All Vehicles - Rural Areas										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	6.80	4.30	5.70	3.80	7.20	5.80	8.40	8.20	5.90	6.00
2006	5.20	5.80	5.10	3.50	6.80	3.60	5.90	4.90	5.80	5.10
2007	4.50	4.00	6.70	3.90	6.80	5.40	4.00	4.70	6.20	5.00
2008	4.60	5.80	7.50	5.20	8.20	5.10	5.90	7.30	7.80	5.80
% Annual change										
2005-06	-23.53	34.88	-10.53	-7.89	-5.56	-37.93	-29.76	-40.24	-1.69	-15.00
2006-07	-13.46	-31.03	31.37	11.43	0.00	50.00	-32.20	-4.08	6.90	-1.96
2007-08	2.22	45.00	11.94	33.33	20.59	-5.56	47.50	55.32	25.81	16.00

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KEY	
■	2005
■	2006
■	2007
■	2008

The information above shows that, with the exception of Mpumalanga, all other provinces recorded increases in the number of vehicles exceeding the speed limit. In Mpumalanga the speed index decreased by 5,56% from 5,40 to 5,10.

The biggest increases in this regard were recorded as follows:

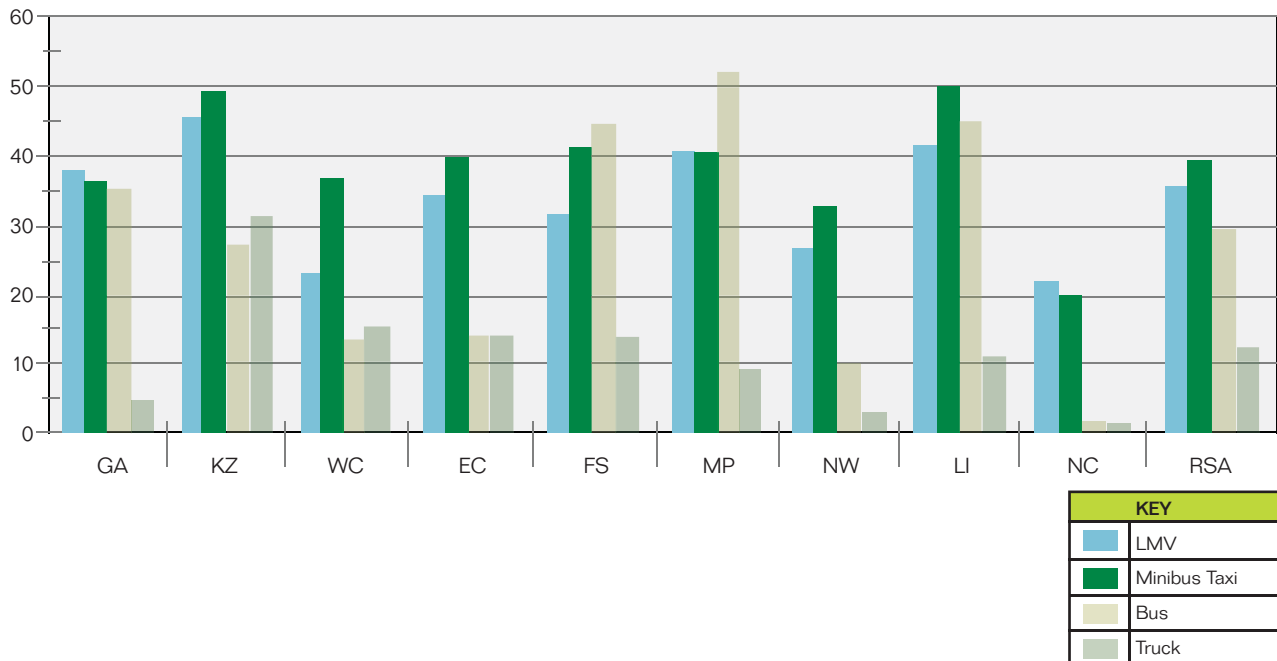
- Limpopo : increase of 55,32% from 4,70 to 7,30;
- North West : increase of 47,50% from 4,00 to 5,90; and
- KwaZulu-Natal : increase of 45,00% from 4,00 to 5,80.

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The percentage drivers of the main categories of vehicles exceeding the speed limit in urban areas during day-time in 2008 is shown in the table and reflected in the graph below.

% Drivers Exceeding Speed Limit - Urban Areas - Day Time - 2008										
Vehicle	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
LMV	37.30	45.00	22.60	33.80	31.00	40.10	26.20	40.90	21.40	35.00
Minibus taxi	35.80	48.70	36.20	39.10	40.70	40.00	32.20	49.40	19.50	38.90
Bus	34.70	26.70	13.10	13.70	44.00	51.50	9.70	44.40	1.40	29.00
Truck	4.30	30.90	15.00	13.70	13.50	8.80	2.70	10.60	1.20	12.00

% Speed Offences – Urban Areas – 2008

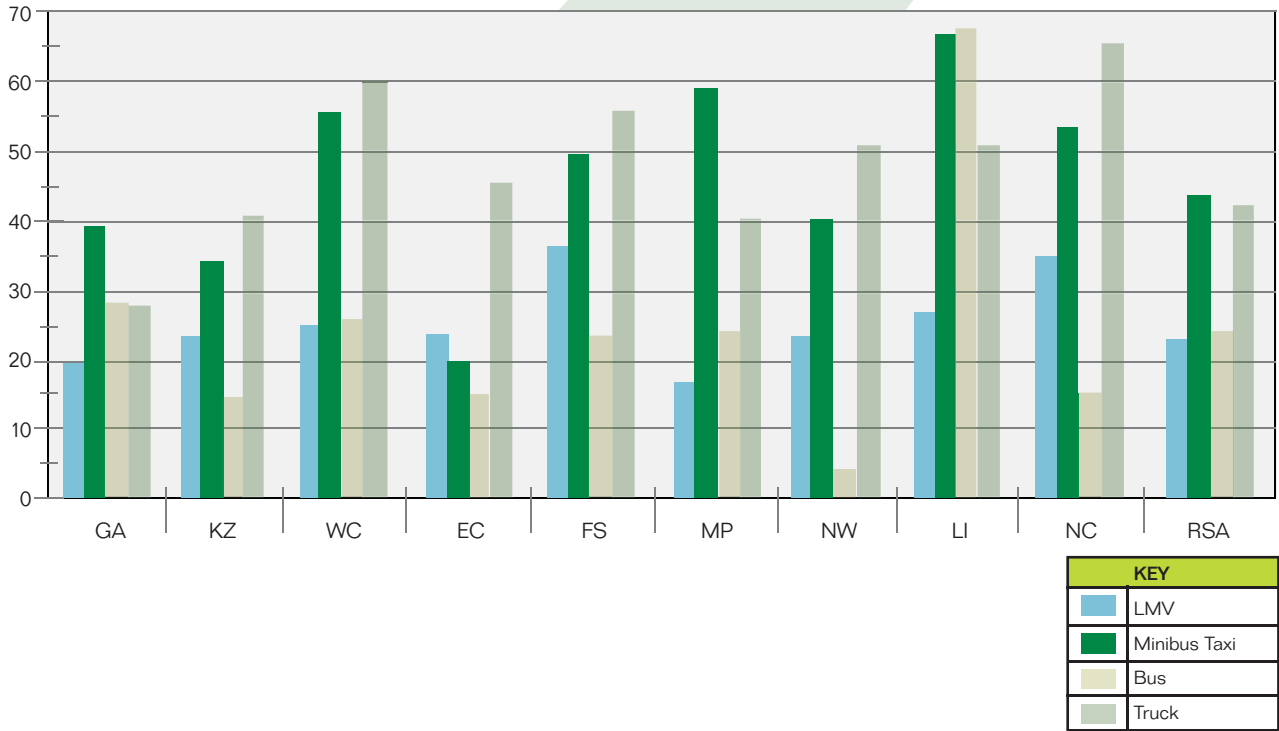


The percentage drivers of the main categories of vehicles exceeding the speed limit in rural areas during day-time in 2008 is shown in the table and reflected in the graph below.

% Drivers Exceeding Speed Limit - Rural Areas - Day Time - 2008										
Vehicle	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
LMV	19.30	23.00	24.70	23.30	36.10	16.30	23.00	26.60	34.70	22.70
Minibus taxi	39.00	33.90	55.40	19.50	49.30	59.00	40.00	66.80	53.30	43.50
Bus	27.80	14.10	25.40	14.50	23.20	23.70	3.70	67.60	14.80	23.80
Truck	27.50	40.40	60.00	45.20	55.70	40.10	50.80	50.80	65.40	42.00

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% Speed Offences - Rural Areas - 2008



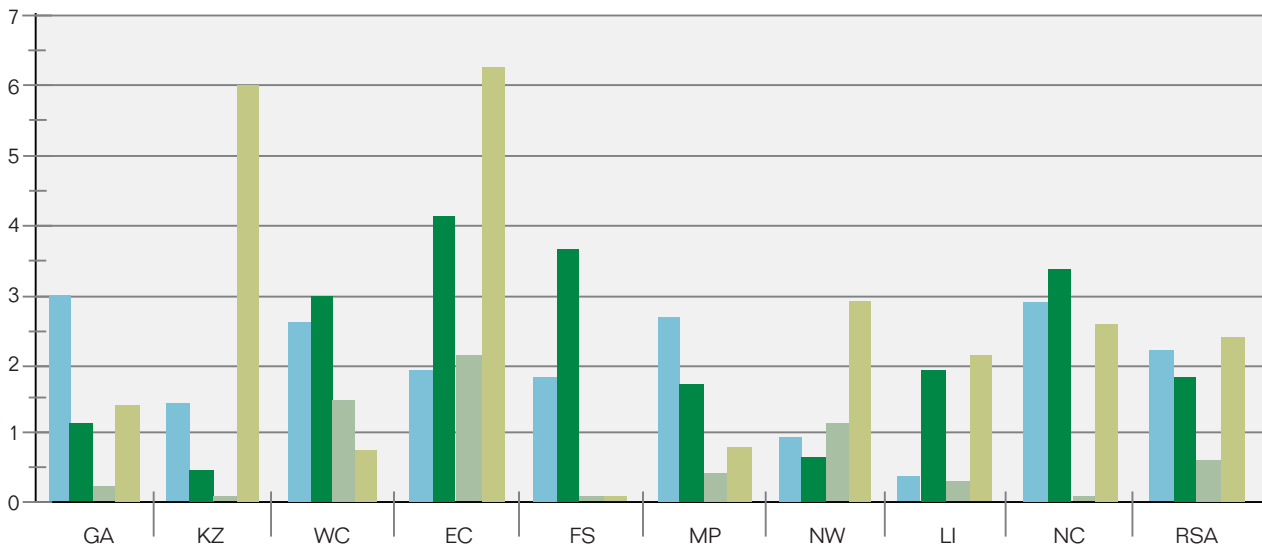
State of Road Traffic in SA 2008/09

Alcohol Offence Rates

The information in the table below shows that there was an increase of 336,36% in the national alcohol offence index, driving under the influence of alcohol and exceeding the legal limit, for drivers of all vehicle categories in all areas during day-time, from 0,55 in 2007 to 2,40 in 2008. The information is also schematically depicted in the graph below.

Alcohol Offence Indices - All Vehicles - Day Time										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	3.00	1.40	2.60	1.90	1.80	2.70	0.90	0.30	2.90	2.20
2006	1.10	0.40	3.00	4.20	3.70	1.70	0.60	1.90	3.40	1.80
2007	0.16	0.01	1.44	2.12	0.01	0.36	1.09	0.24	0.01	0.55
2008	1.37	6.16	0.70	6.43	0.00	0.76	2.94	2.11	2.59	2.40
% Annual change										
2005-06	-63.33	-71.43	15.38	121.05	105.56	-37.04	-33.33	533.33	17.24	-18.18
2006-07	-85.45	-97.50	-52.00	-49.52	-99.73	-78.82	81.67	-87.37	-99.71	-69.44
2007-08	756.25	61500.00	-51.39	203.30	-100.00	111.11	169.72	779.17	25800.00	336.36

Alcohol Offence Indices – Day Time
All vehicles



KEY	
2005	(Light Blue)
2006	(Dark Green)
2007	(Light Green)
2008	(Olive Green)

State of Road Traffic in SA 2008/09

The above information shows that, only with the exception of the Western Cape and Free State, all other provinces experienced increases in the overall level of alcohol offences amongst road users. In the Western Cape the offence rate decreased by 51,39% from an index of 1,44 in 2007 to an index of 0,70 in 2008. In the Free State the offence rate decreased by 100,00% from an index of 0,01 in 2007 to an index of 0,00 in 2008.

The provinces that recorded the biggest increases are:

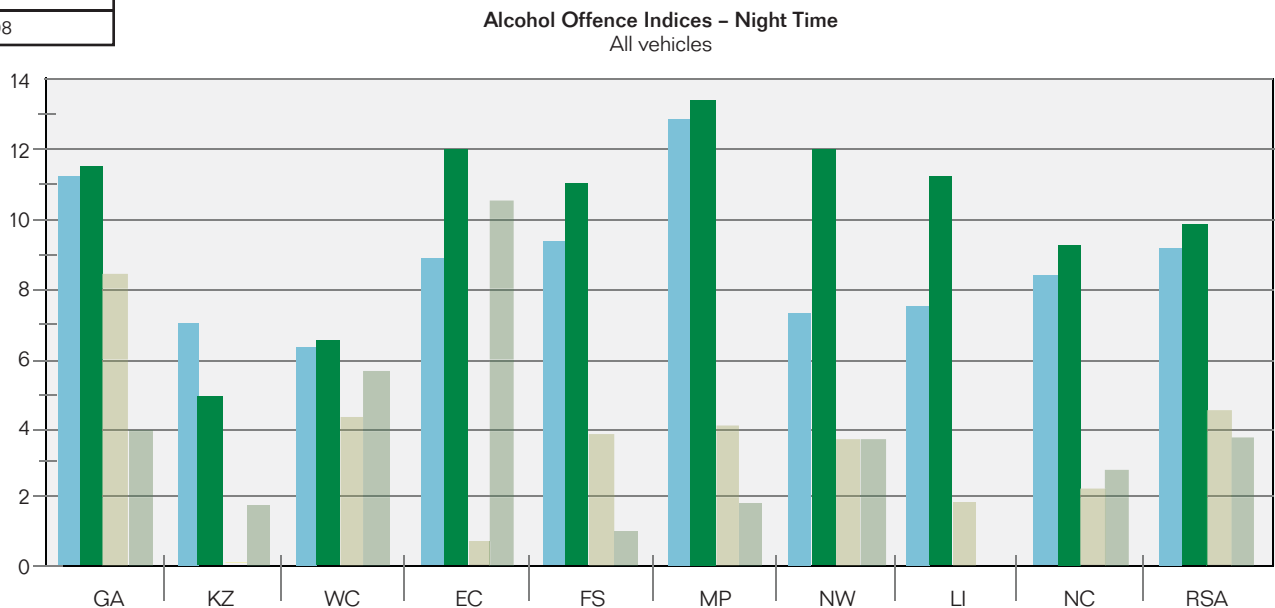
- Gauteng : increase of 756% from 0,16 to 1,37
- KwaZulu-Natal : increase of 61 500% from 0,01 to 6,16;
- Limpopo : increase of 779% from 0,24 to 2,11; and
- The Northern Cape : increase of 25 800% from 0,01 to 2,59.

The provinces with the highest day-time alcohol offence indices in 2008 are KwaZulu-Natal (6,16) and the Eastern Cape (6,43).

The information in the table below shows that there was a decrease of 18,12% in the national alcohol offence index, for drivers of all vehicle categories in all areas during night-time, from 4,36 in 2007 to 3,57 in 2008. The information is also schematically depicted in the graph below.

Alcohol Offence Indices - All Vehicles - Night Time										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	11.20	6.90	6.20	8.80	9.30	12.90	7.20	7.40	8.30	9.10
2006	11.50	4.80	6.40	12.00	11.00	13.40	12.00	11.20	9.20	9.80
2007	8.37	0.01	4.18	0.57	3.69	3.94	3.54	1.70	2.10	4.36
2008	3.77	1.58	5.50	10.48	0.86	1.65	3.52	0.00	2.62	3.57
% annual change										
2005-06	2.68	-30.43	3.23	36.36	18.28	3.88	66.67	51.35	10.84	7.69
2006-07	-27.22	-99.79	-34.69	-95.25	-66.45	-70.60	-70.50	-84.82	-77.17	-55.51
2007-08	-54.96	15700.00	31.58	1738.60	-76.69	-58.12	-0.56	-100.00	24.76	-18.12

KEY	
	2005
	2006
	2007
	2008



State of Road Traffic in SA 2008/09

The above information shows that decreases were recorded in 5 provinces: Gauteng, Free State, Mpumalanga, North West and Limpopo. On a provincial percentage basis the biggest decrease was recorded in Limpopo (100%) followed by the Free State (76,69%).

The provinces that the recorded the biggest increases are:

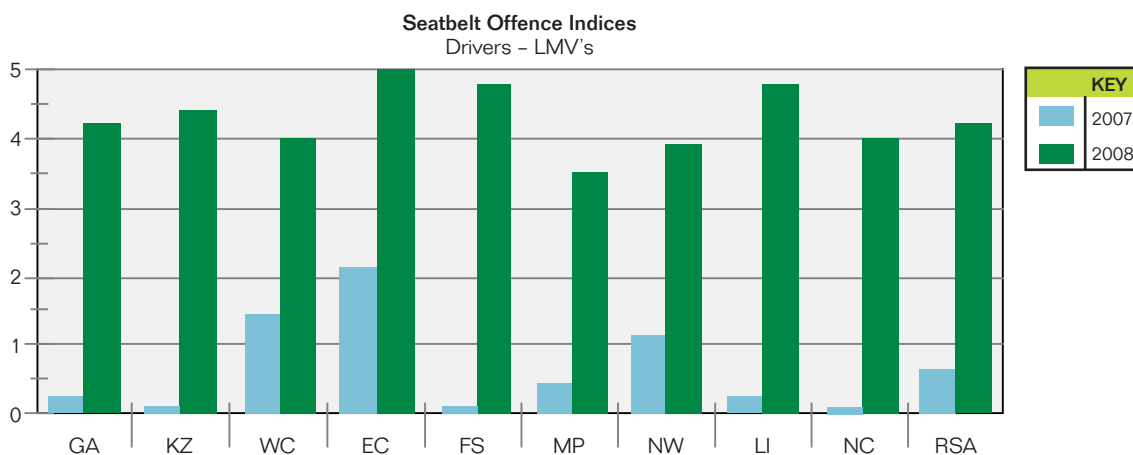
- KwaZulu-Natal : increase of 15 700% from 0,01 to 1,58
- Eastern Cape : increase of 1 738% from 0,57 to 10,48;
- Western Cape : increase of 31,58% from 4,18 to 5,50; and
- The Northern Cape : increase of 24,76% from 2,10 to 2,62.

The provinces with the highest night-time alcohol offence indices in 2008 are the Eastern Cape (10,48) and the Western Cape (5,50).

Seatbelt Offence Rates

The information in the table below shows that there was an increase of 600% from 0,60 in 2007 to 4,20 in 2008 in the seatbelt offence index for drivers of light motor vehicles. The information is also schematically depicted in the graph below.

Seatbelt Offence Indices : Drivers : Light Motor Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	0.20	0.01	1.40	2.10	0.01	0.40	1.10	0.20	0.01	0.60
2008	4.20	4.40	4.00	5.00	4.80	3.50	3.90	4.80	4.00	4.20
% Change	2,000	43,900	186	138	47,900	775	255	2,300	39,900	600



Without exception increases in this offence type were recorded for all provinces. The provinces with the highest indices in 2008 are :

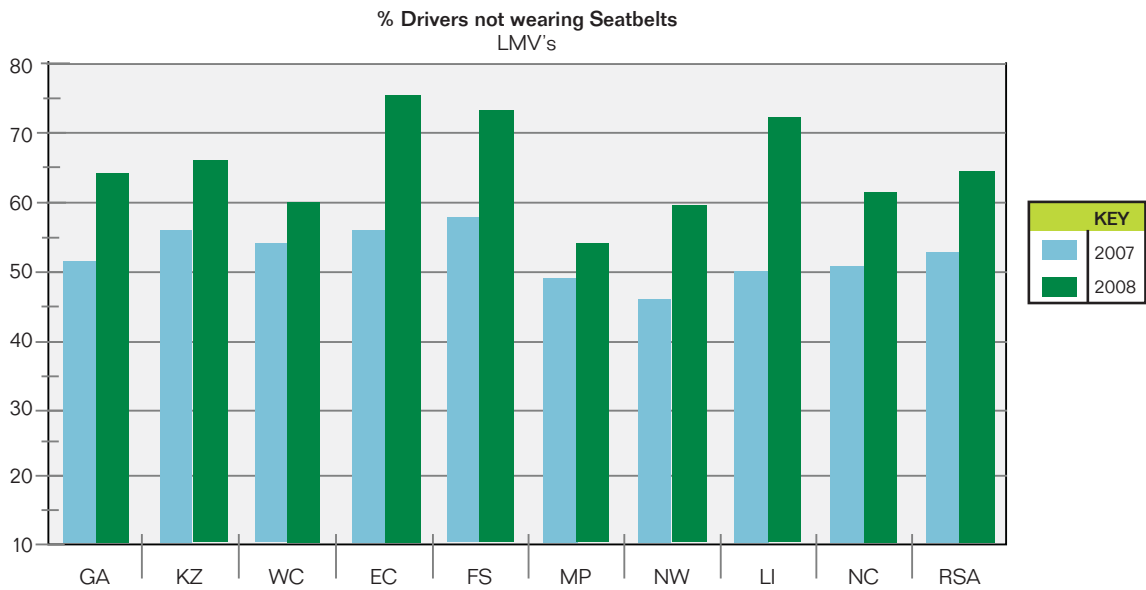
- Eastern Cape : 5,00
- Free State : 4,80; and
- Limpopo: 4,80.

State of Road Traffic in SA 2008/09

Information on the percentage seatbelt non-wearing rates for drivers of light motor vehicles during un-observed surveys at traffic signals in urban areas during 2007 and 2008 is given in the table and reflected in the graph below.

% of LMV Drivers Not Wearing Seatbelts										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	50.70	55.00	53.20	55.20	56.90	48.00	45.00	49.00	49.90	51.80
2008	63.40	65.30	59.30	74.80	72.60	53.00	58.80	71.70	60.60	63.60
% Change	12.70	10.30	6.10	19.60	15.70	5.00	13.80	22.70	10.70	11.80

2007 and 2008 unobserved survey



The information above shows that there was a national increase in the percentage of drivers of light motor vehicles that are not wearing seatbelts, from 51.80% in 2007 to 63.60% in 2008. The biggest increase was recorded in Limpopo where the non-wearing rate increased from 49,00% in 2007 to 71,70% in 2008. The provinces with the highest non-wearing seatbelt rates for drivers in 2008 are :

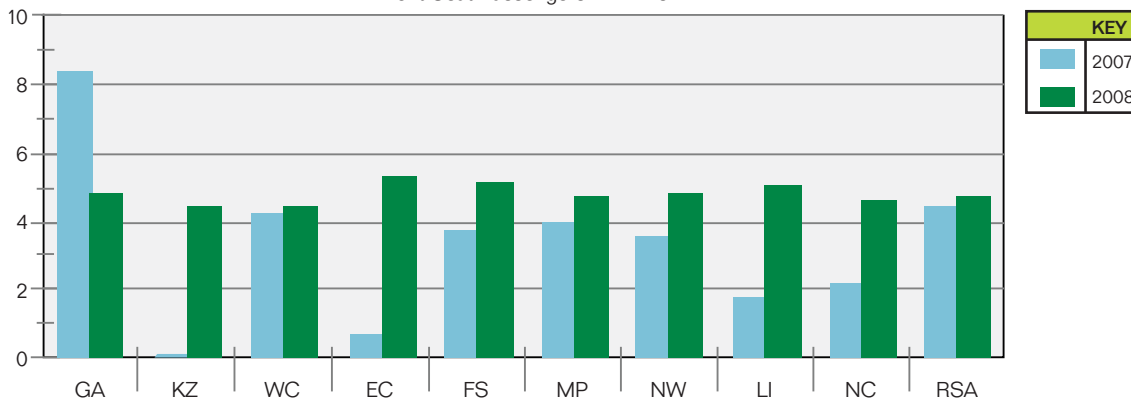
- Eastern Cape ; 74,80%
- Free State : 72,60%; and
- Limpopo : 71,70%

The information in the table below shows that there was an increase of 7% from 4,40 in 2007 to 4,70 in 2008 in the seatbelt offence index for front seat passengers of light motor vehicles. The information is also schematically depicted in the graph below.

State of Road Traffic in SA 2008/09

Seatbelt Offence Indices : Front Seat Passengers : Light Motor Vehicles										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	8.40	0.01	4.20	0.60	3.70	3.90	3.50	1.70	2.10	4.40
2008	4.80	4.40	4.40	5.30	5.10	4.70	4.80	5.00	4.60	4.70
% Change	-43	43,900	5	783	38	21	37	194	119	7

Seatbelt Offence Indices
Front Seat Passengers - LMV's



With the exception of Gauteng where the non-wearing rate decreased from a non-wearing index of 8,40 in 2007 to an index of 4,80 in 2008, all other provinces recorded increases in this regard.

The provinces with the highest indices in 2008 are:

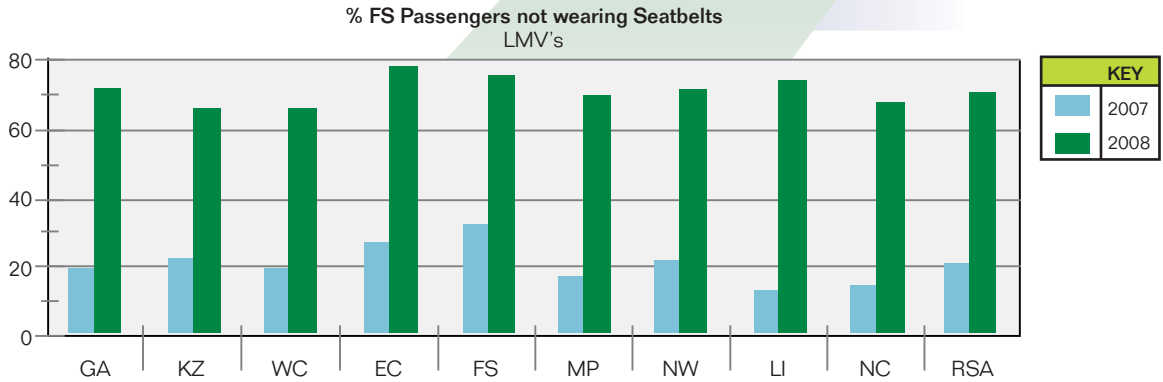
- Eastern Cape ; 5,30
- Free State : 5,10; and
- Limpopo: 5,00.

Information on seatbelt non-wearing rates for front seat passengers of light motor vehicles during surveys at roadblocks in 2007 and un-observed surveys at traffic signals in urban areas during 2008 is given in the table and reflected in the graph below.

% of LMV Front Seat Passengers Not Wearing Seatbelts										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2007	18.50	21.55	18.39	26.42	31.69	16.17	20.87	12.02	13.38	19.89
2008	72.40	66.70	66.60	79.10	76.30	70.40	72.10	75.00	68.40	71.20
% Change	53.90	45.15	48.21	52.68	44.61	54.23	51.23	62.98	55.02	51.31

2007 and 2008 unobserved survey

State of Road Traffic in SA 2008/09



Based on the above discussion on roadblock and un-observed surveys for drivers, the information in table 102 reflects a similar pattern for front seat passengers – in the past they also quickly fastened their seatbelts on approaching a roadblock.

The information above indicates a general high non-wearing seatbelt rate for front seat passengers during 2008, in the order of 71,20%.

The provinces with the highest non-wearing seatbelt rates in 2008 are:

- Eastern Cape ; 79,10%
- Free State : 76,30%; and
- Limpopo : 75,00%

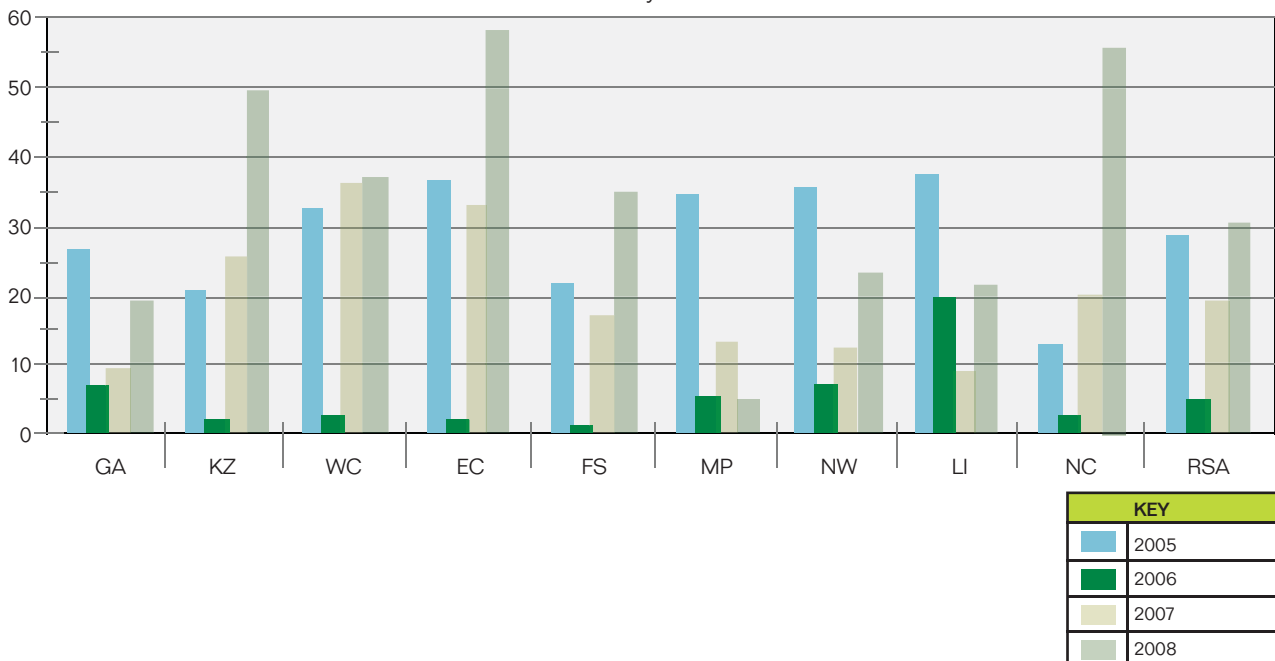
State of Road Traffic in SA 2008/09

Traffic Signal Offence Rates

The information in the table below shows that there was an increase of 61,96% from 18,40 in 2007 to 29,80 in 2008 in the traffic signal offence index in urban areas during day-time by drivers of all categories of vehicles. The information is also schematically depicted in the graph below.

Traffic Signal Offence Indices : Day Time										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	26.00	20.00	32.00	36.00	21.00	34.00	35.00	37.00	12.00	27.80
2006	6.00	1.20	1.70	1.00	0.30	4.60	6.30	18.90	1.70	4.00
2007	8.70	24.90	35.60	32.50	16.30	12.50	11.70	8.10	19.30	18.40
2008	18.40	49.20	36.50	58.00	34.40	4.00	22.50	20.80	55.90	29.80
% annual change										
2005-06	-76.92	-94.00	-94.69	-97.22	-98.57	-86.47	-82.00	-48.92	-85.83	-85.61
2006-07	45.00	1,975	1,994	3,150	5,333	171.74	85.71	-57.14	1,035	360.00
2007-08	111.49	97.59	2.53	78.46	111.04	-68.00	92.31	156.79	189.64	61.96

Traffic Signal Offence Indices
Day Time



State of Road Traffic in SA 2008/09

With the exception of only Mpumalanga, all other provinces recorded relatively high increases in this regard. The provinces with the highest increases from 2007 to 2008 are:

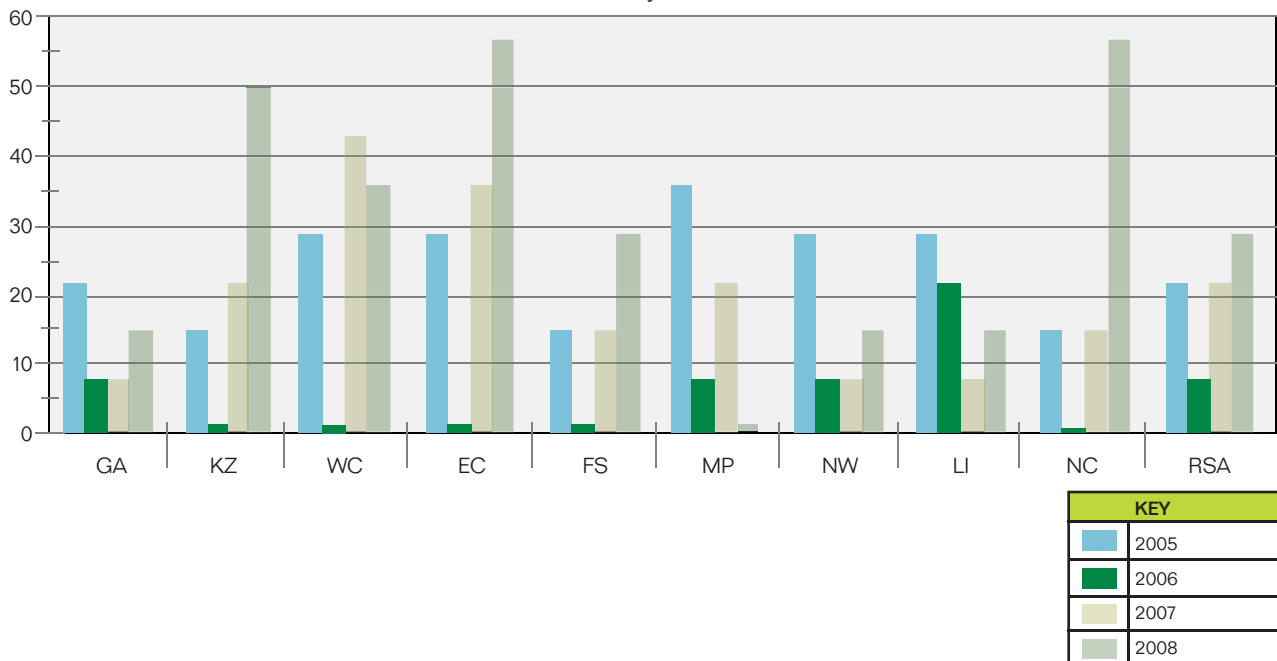
- Northern Cape : increase of 189,64% from 19,30 to 55,90;
- Limpopo : increase of 156,79% from 8,10 to 20,80; and
- Gauteng: increase of 111,49% from 8,70 to 18,40.

The provinces with the highest traffic signal offence indices in 2008 are :

- Eastern Cape ; 58,00
- Northern Cape : 55,90; and
- KwaZulu-Natal : 49,20.

The average number of traffic signal offences per hour during day-time for urban areas in the various provinces from 2005 to 2008 is also schematically given in the graph below.

Traffic Signals: Offences per Hour
Day Time



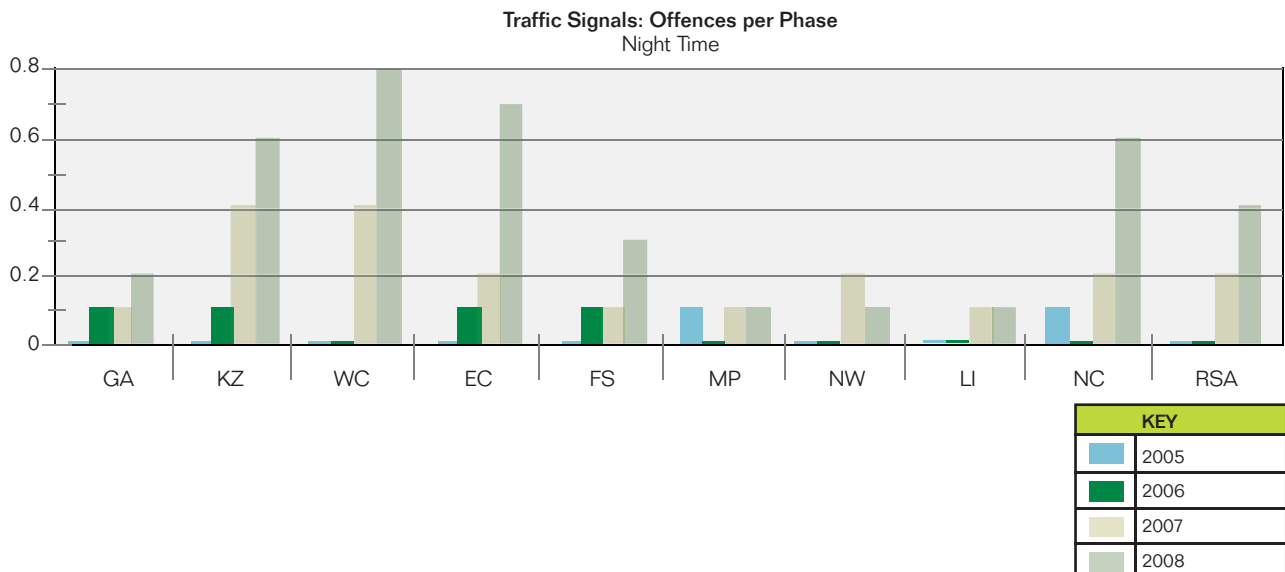
State of Road Traffic in SA 2008/09

The above estimated graphical information shows that, on average the highest number of traffic signal offences per hour during day-time for urban areas in some provinces was recorded as follows:

- Northern Cape : 57;
- Eastern Cape : 57; and
- KwaZulu-Natal : 50.

On a national basis the average number traffic signal offences per phase in urban areas during night-time increased by 100,00% from 0,20 to 0,40 offences. Provincial information in this regard is given in the table and reflected in the graph below.

Traffic Signal Offence Indices : Night Time										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2006	4.30	5.00	1.10	10.00	5.70	3.00	4.00	0.70	1.70	4.10
2007	8.00	25.50	32.00	15.50	6.80	4.50	12.50	7.70	13.40	15.20
2008	22.50	49.70	56.50	55.90	30.10	6.50	16.30	6.90	50.90	33.00
% annual change										
2006-07	86.05	410.00	2809.09	55.00	19.30	50.00	212.50	1000.00	688.24	270.73
2007-08	181.25	94.90	76.56	260.65	342.65	44.44	30.40	-10.39	279.85	117.11



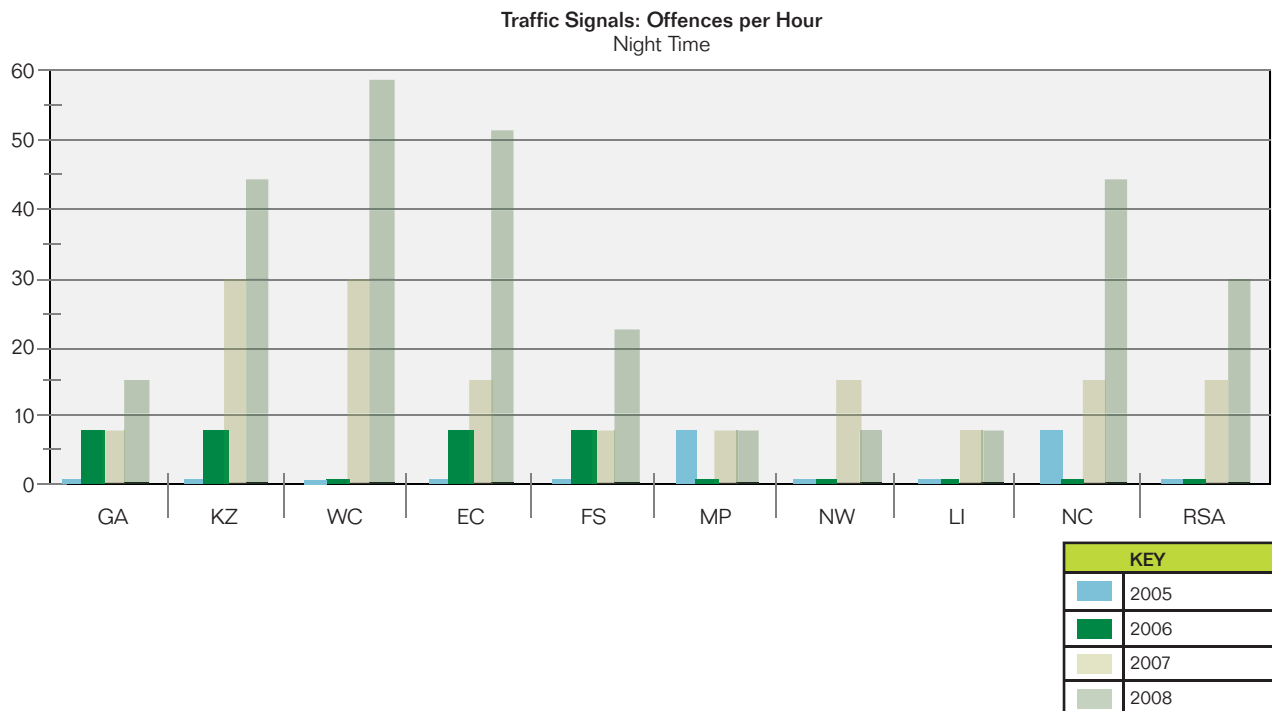
State of Road Traffic in SA 2008/09

With the exception of North West, all other provinces recorded increases in this regard. The provinces with the highest increases from 2007 to 2008 are:

- Eastern Cape : increase from 0,20 to 0,70;
- Western Cape : increase from 0,40 to 0,80; and
- Northern Cape : increase from 0,20 to 0,60.

Together with KwaZulu-Natal, these 3 provinces also had the highest offence rates during 2008 as indicated above.

The estimated average number of traffic signal offences per hour during night-time for urban areas in the various provinces from 2005 to 2008 is also schematically given in the graph below.

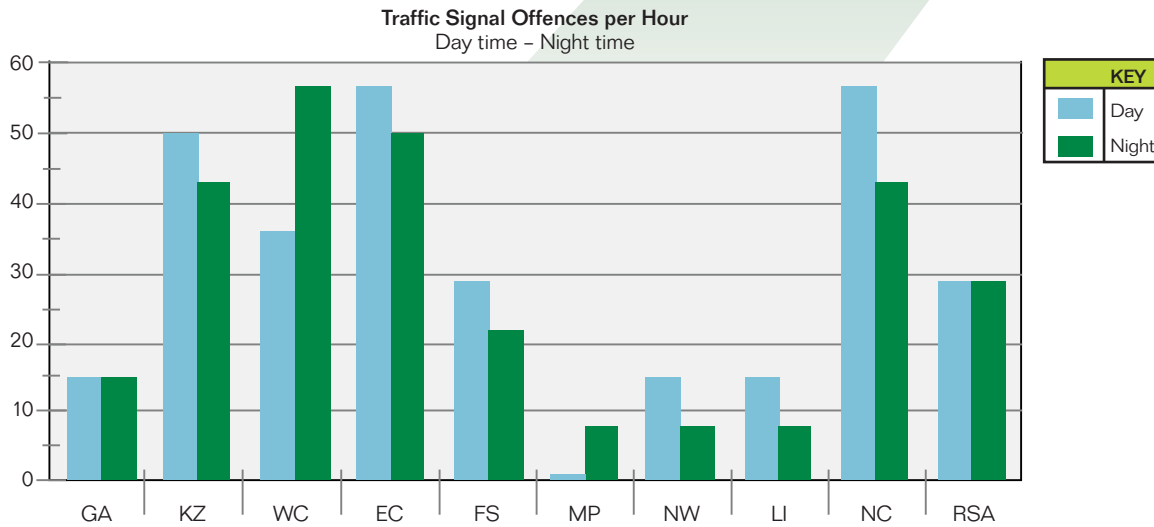


The above information shows that, on average the highest number of traffic signal offences per hour during night-time for urban areas in some provinces was recorded as follows:

- Western Cape : 57;
- Eastern Cape : 50; and
- KwaZulu-Natal : 43.

State of Road Traffic in SA 2008/09

The estimated number of day-time and night-time traffic signal offences during 2008 is also shown in the graph below.



Overtaking Offence Rates

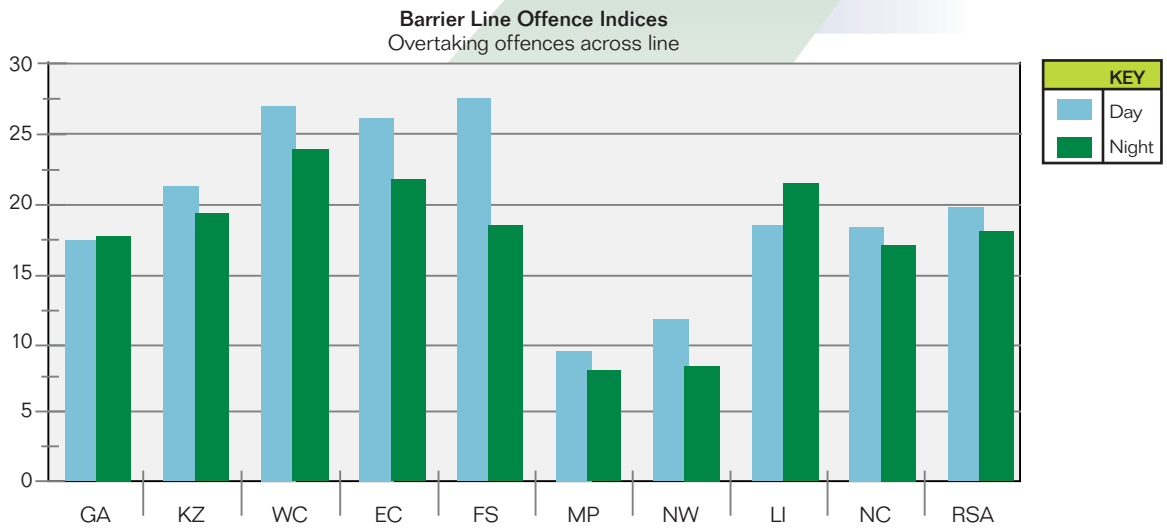
In the survey of barrier line (overtaking) offences, an offence was recorded when any wheel or wheels of a vehicle crossed the barrier line. Only convoys of vehicles travelling next to no-overtaking lines were recorded, thus only recording the event when the driver of the offending vehicle was following another vehicle or vehicles, and there was an opportunity to commit an offence. The percentage of convoys in which a single or multiple offences were committed was recorded.

The information in the table below shows day-time and night-time barrier line (no overtaking line) offence indices for 2008. The information is also schematically depicted in the graph below.

Barrier Line Offence Indices : Day and Night										
Time	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Day time	17.20	21.10	26.90	26.10	27.50	9.20	11.40	18.30	18.20	19.60
Night time	17.50	19.10	23.80	21.60	18.30	7.80	8.10	21.30	16.80	17.80

% of convoys with offences at barrier (no overtaking) lines

State of Road Traffic in SA 2008/09



The information shows that, on a national basis, during day-time 19,60% of all convoys experienced an overtaking offence in comparison with 17,80% during night-time. With the exception of Limpopo, the rate of night-time overtaking offences is generally lower than day-time offences in the other provinces.

The highest day-time overtaking offence rates during 2008 were recorded for the following provinces:

- Free State : 27,50%
- Western Cape : 26,90%; and
- Eastern Cape : 26,10%.

The highest night-time overtaking offence rates during 2008 were recorded for the following provinces:

- Western Cape : 23,80%;
- Eastern Cape : 21,60%; and
- Limpopo : 21,30%.



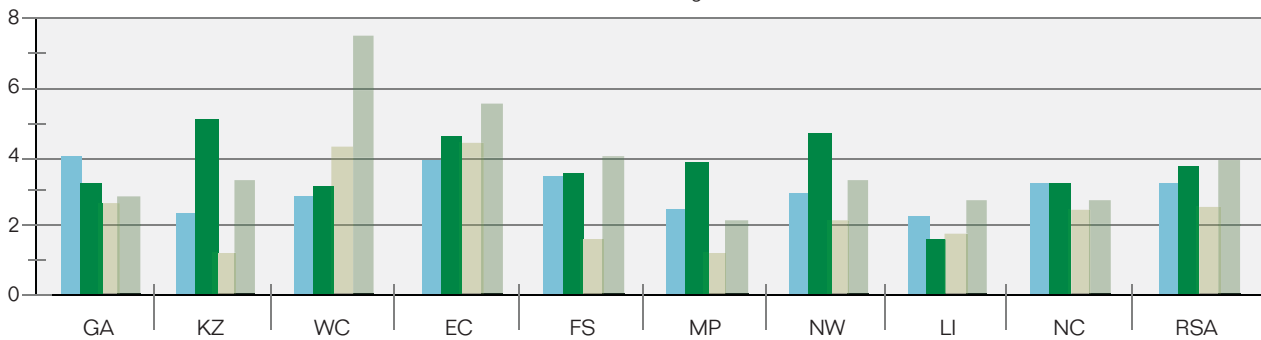
State of Road Traffic in SA 2008/09

Driving Licence Offence Rates

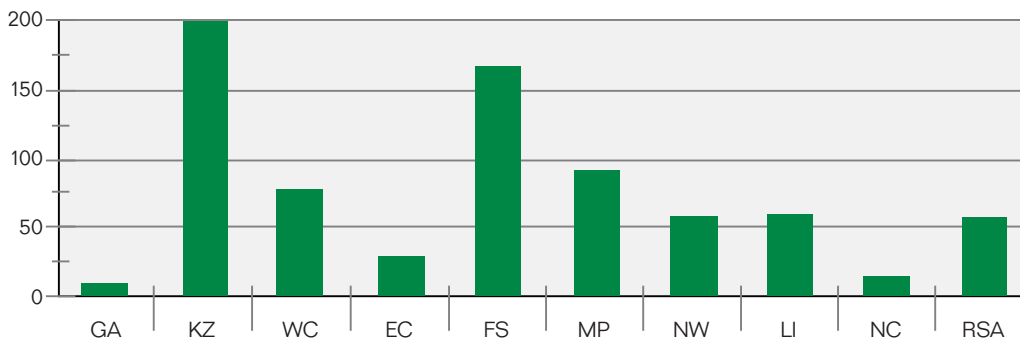
The information in the table below shows that there was an increase of 56,00% from 2,50 in 2007 to 3,90 in 2008 in the driving licence offence index for drivers of all types of motor vehicles. An offence was recorded in cases where drivers failed to produce a valid licence during roadblock surveys. Such failures could be as a result of not carrying a licence whilst driving or, alternatively not having a licence or the licence card had expired. The information and percentage change per province are also schematically depicted in the graphs below.

Driving Licence Offence Indices : All vehicle categories										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	4.00	2.30	2.80	3.90	3.40	2.40	2.90	2.20	3.20	3.20
2006	3.20	5.10	3.10	4.60	3.50	3.80	4.70	1.50	3.20	3.70
2007	2.60	1.10	4.30	4.40	1.50	1.10	2.10	1.70	2.40	2.50
2008	2.80	3.30	7.60	5.60	4.00	2.10	3.30	2.70	2.70	3.90
% Annual change										
2005-06	-20.00	121.74	10.71	17.95	2.94	58.33	62.07	-31.82	0.00	15.63
2006-07	-18.75	-78.43	38.71	-4.35	-57.14	-71.05	-55.32	13.33	-25.00	-32.43
2007-08	7.69	200.00	76.74	27.27	166.67	90.91	57.14	58.82	12.50	56.00

Driving Licence Offence Indices
All vehicle categories



% Change in Driving Licence Offences
2007 - 2008: All vehicle categories



KEY	
2005	(Light Blue)
2006	(Dark Green)
2007	(Light Green)
2008	(Medium Green)

State of Road Traffic in SA 2008/09

The information above shows that there was without any exception, increases in this regard across all provinces. The biggest increases were recorded in Kwazulu-Natal (200,00%); followed by the Free State (166,67%) and Mpumalanga (90,10%).

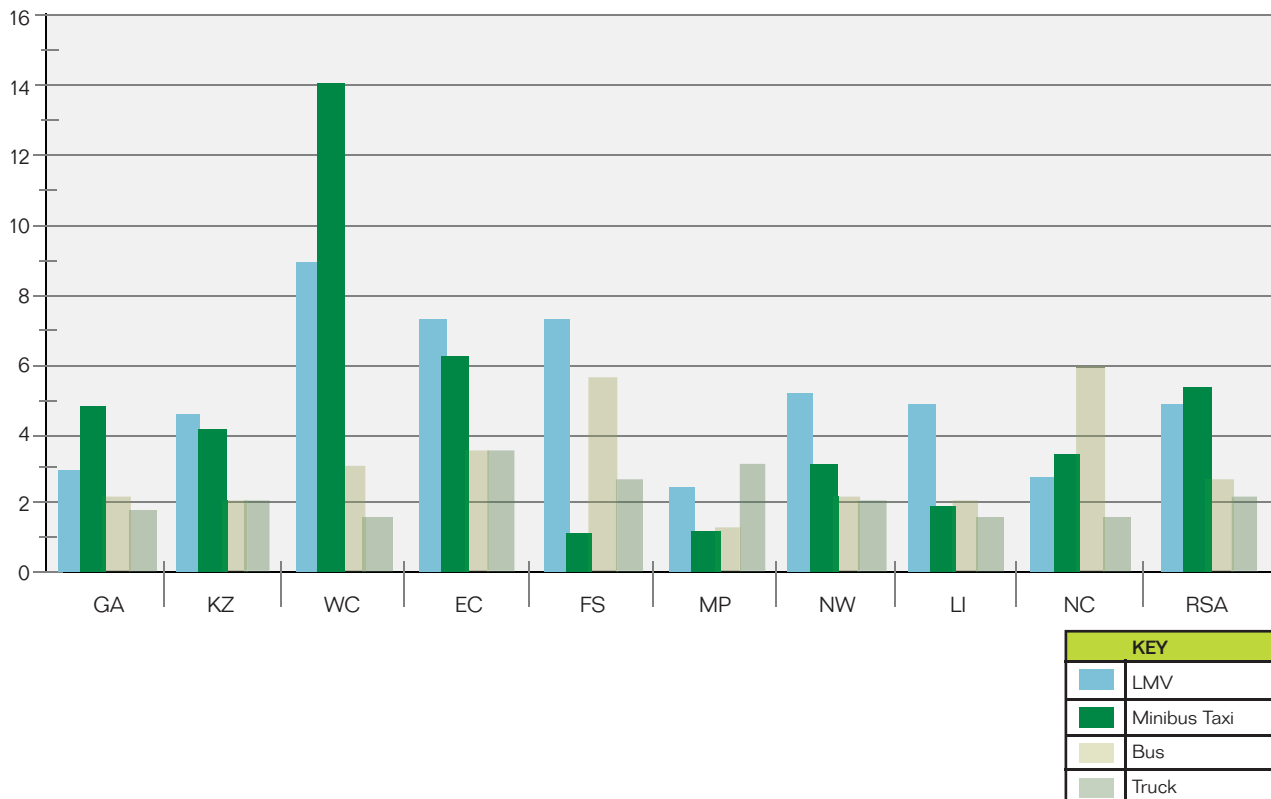
The provinces with the highest index figures during 2008 are the following:

- Western Cape : an index of 7,60;
- Eastern Cape : an index of 5,60; and
- Free State : an index of 4,00.

The percentage of drivers of the main types of vehicles without driving licences during 2008 is shown in the table below.

% Drivers without driving licences in 2008										
Vehicle	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
LMV	2.80	4.50	9.00	7.30	7.30	2.30	5.10	4.80	2.60	4.80
Minibus taxi	4.70	4.00	14.40	6.20	0.90	1.00	3.00	1.70	3.30	5.30
Bus	2.00	1.90	2.90	3.40	5.60	1.10	2.00	1.90	5.90	2.50
Truck	1.60	1.90	1.40	3.40	2.50	3.00	1.90	1.40	1.40	2.00

% Driving Licence Offences
2008 Survey



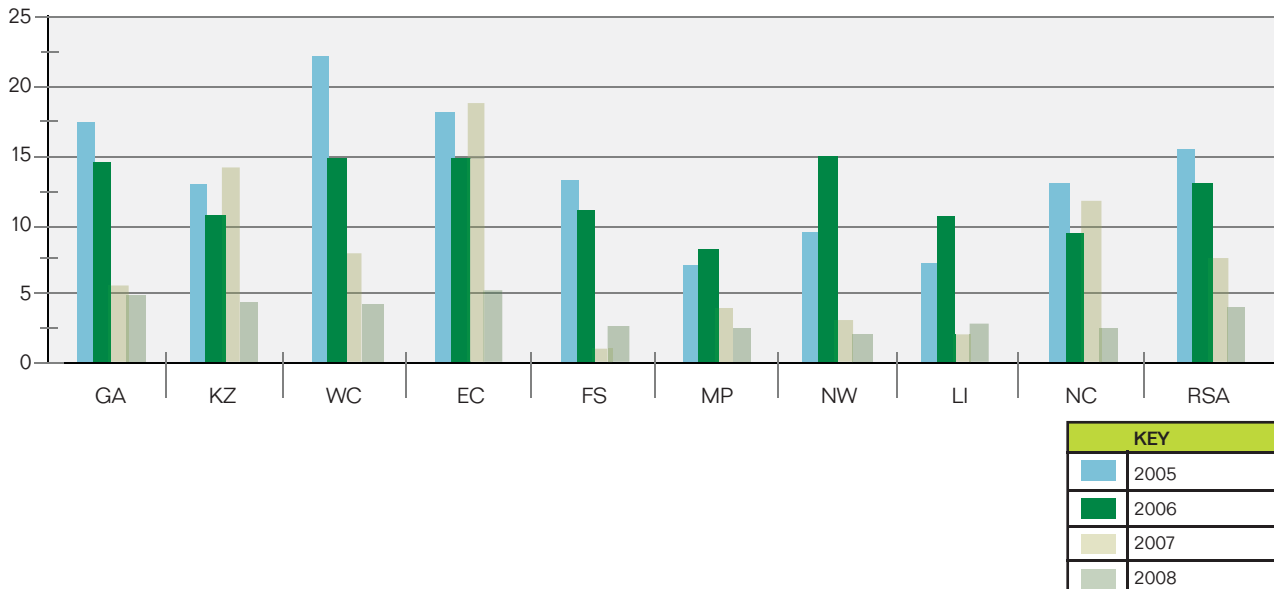
State of Road Traffic in SA 2008/09

Professional Driving Permit (PrDP) Offence Rates

The information in the table below shows that there was a decrease of 49,33% from 7,50 in 2007 to 3,80 in 2008 in the PrDP offence index for drivers of minibus taxis, buses and trucks. An offence was recorded in cases where drivers failed to produce a valid PrDP during roadblock surveys. Such failures could be as a result of not carrying a licence/PrDP whilst driving or, alternatively not having a licence/PrDP, or the licence/PrDP card had expired, or it was the incorrect category PrDP for the type of vehicle driven. The information and percentage change per province are also schematically depicted in the graph below.

PrDP Offence Indices : Minibus Taxis, Buses and Trucks										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	17.70	13.00	22.60	18.40	13.30	6.90	9.40	7.10	13.10	15.60
2006	14.60	10.70	15.30	15.00	11.00	8.10	15.10	10.60	9.30	13.10
2007	5.40	14.30	7.80	19.10	0.60	3.70	2.80	1.70	11.80	7.50
2008	4.70	4.10	3.90	5.00	2.30	2.10	1.70	2.50	2.10	3.80
% annual change										
2005-06	-17.51	-17.69	-32.30	-18.48	-17.29	17.39	60.64	49.30	-29.01	-16.03
2006-07	-63.01	33.64	-49.02	27.33	-94.55	-54.32	-81.46	-83.96	26.88	-42.75
2007-08	-12.96	-71.33	-50.00	-73.82	283.33	-43.24	-39.29	47.06	-82.20	-49.33

PrDP Offence Indices
Minibus taxis, Buses and Trucks



State of Road Traffic in SA 2008/09

The information above shows that there were, with the exception of the Free State and Limpopo, decreases in this regard across all the other provinces. These increases were as follows:

- Free State : increased by 283,33% from an index of 0,60 to 2,30; and
- Limpopo : increased by 47,06% from an index of 1,70 to 2,50.

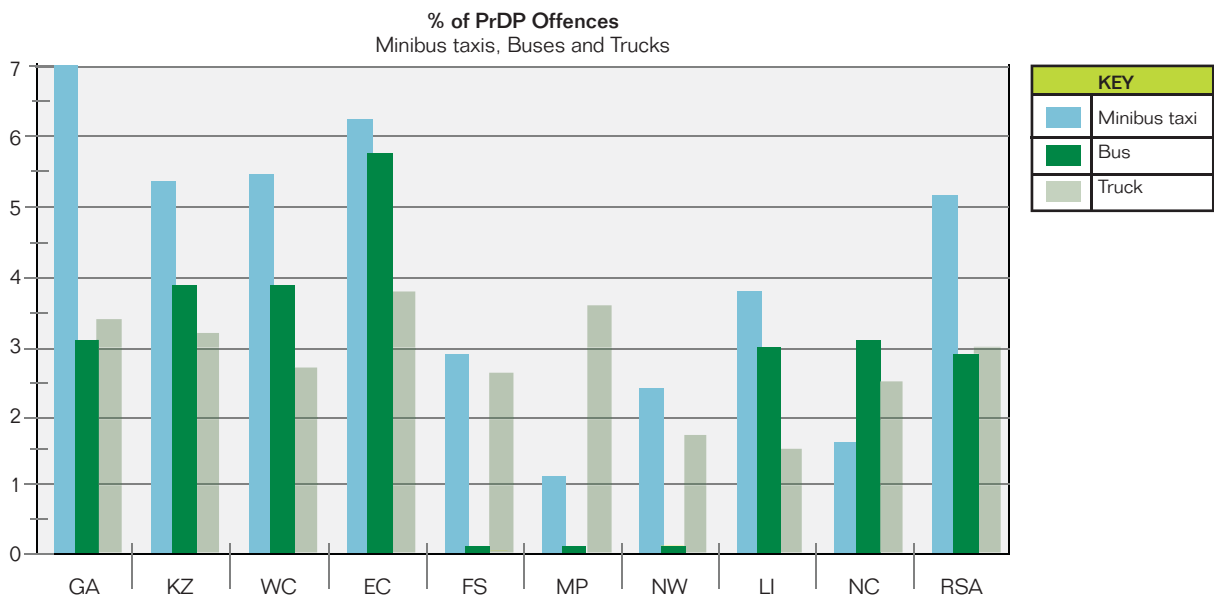
From 2007 to 2008 the biggest decreases that were recorded are as follows :

- Northern Cape : decreased by 82,20% from an index of 11,80 to 2,10;
- Eastern Cape : decreased by 73,82% from 19,10 to 5,00; and
- KwaZulu-Natal : decreased by 71,33% from an index of 14,30 to 4,10.

The provinces with the highest index figures during 2008 are the Eastern Cape at an index of 5,00, Gauteng at 4,70 and KwaZulu-Natal with an index of 4,10.

The percentages of drivers of minibus taxis, buses and trucks that failed to produce a PrDP per province during the 2008 survey are reflected in the table and graph below.

% of PrDP Offences : Minibus Taxis, Buses and Trucks : 2008										
Vehicle	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Minibus taxi	7.00	5.30	5.40	6.20	2.80	1.00	2.30	3.70	1.50	5.10
Bus	3.00	3.80	3.80	5.70	0.00	0.00	0.00	2.90	3.00	2.80
Truck	3.30	3.10	2.60	3.70	2.50	3.50	1.60	1.40	2.40	2.90

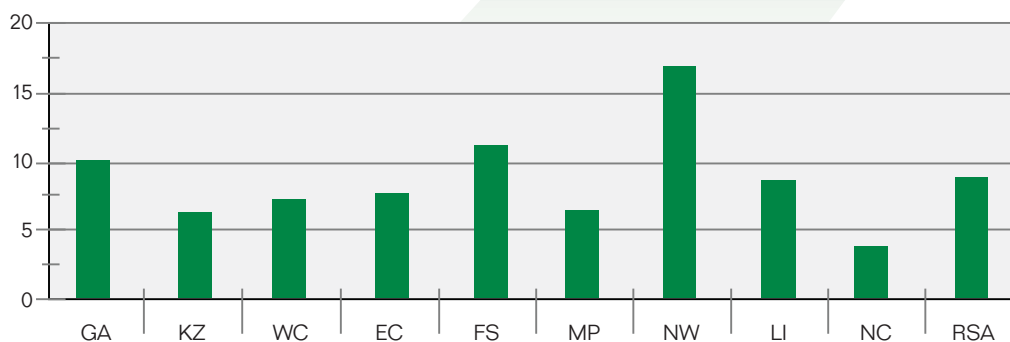


State of Road Traffic in SA 2008/09

Use of Cellphone while Driving

During the 2008 road traffic offence survey, the use of non-hands-free cellular phones while driving by drivers of all category vehicles were introduced. The results of this part of the survey are given in the table and reflected in the graph below.

% Drivers using Cellphone



The above information shows that, on a national basis, 9,00% of all drivers make use of non-hands-free cellular phones while driving. Without exception, offences in this regard were recorded for all provinces. The provinces with the highest offence rates were:

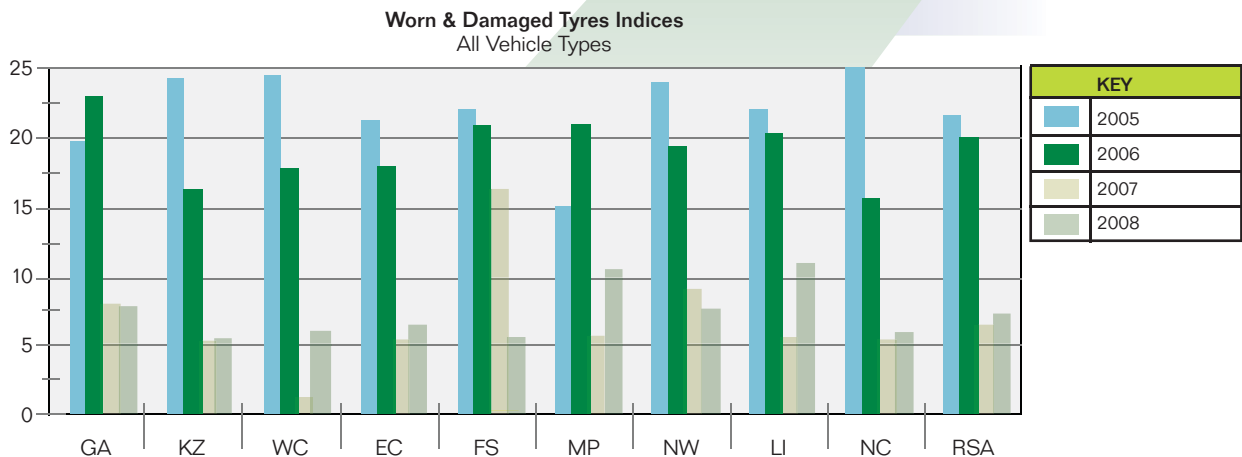
- North West : with a 17,50% offence rate;
- Free State : with a rate of 11,50%; and
- Gauteng : with a rate of 10,30%.

Vehicle Tyre Offence Rates

The information in the table below shows that, on a national basis, there was an increase of 13,11% from 6,10 in 2007 to 6,90 in 2008 in the offence index for worn and/or damaged tyres across all categories of vehicles. The information is also reflected in the graph below.

PrPD Offence Indices : Minibus Taxis, Buses and Trucks										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	19.40	23.90	24.10	20.90	21.70	14.60	23.60	21.70	24.70	21.30
2006	22.60	15.90	17.40	17.60	20.50	20.60	19.00	19.90	15.30	19.60
2007	7.60	4.90	0.80	5.00	15.90	5.30	8.70	5.20	5.00	6.10
2008	7.40	5.10	5.60	6.10	5.20	10.10	7.20	10.50	5.50	6.90
% annual change										
2005-06	16.49	-33.47	-27.80	-15.79	-5.53	41.10	-19.49	-8.29	-38.06	-7.98
2006-07	-66.37	-69.18	-95.40	-71.59	-22.44	-74.27	-54.21	-73.87	-67.32	-68.88
2007-08	-2.63	4.08	600.00	22.00	-67.30	90.57	-17.24	101.92	10.00	13.11

State of Road Traffic in SA 2008/09



The information above shows that decreases were recorded for three (3) provinces while six (6) provinces recorded increases. Decreases in this regard were recorded as follows:

- Free State : decreased by 67,30% from an index of 15,90 to 5,20 in 2008;
- North West : decreased by 17,24% from 8,70 to 7,20; and
- Gauteng : decreased by 2,63% from 7,60 to 7,40.

The biggest increases were recorded for the following provinces:

- Western Cape : increased by 600% from 0,80 to 5,60;
- Limpopo : increased by 101,92% from 5,20 to 10,50; and
- Mpumalanga: increased by 90,57% from 5,30 to an index of 10,10 in 2008.

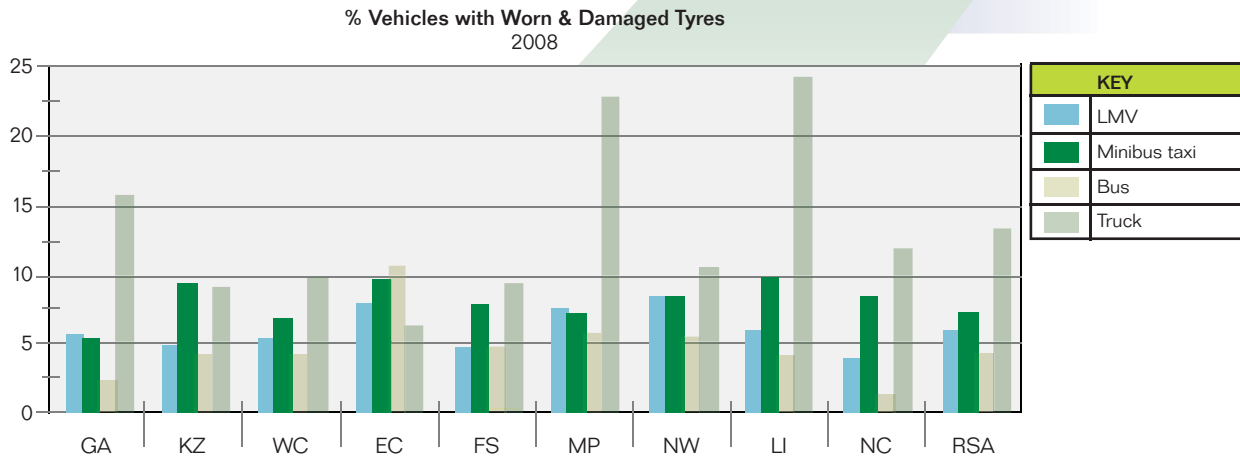
The provinces with the highest offence indices in 2008 were:

- Limpopo : with an index of 10,50;
- Mpumalanga : index figure of 10,10; and
- Gauteng: with an index figure of 7,40.

The percentage of vehicles per vehicle category and province detected with worn and /or damaged tyres during the 2008 survey is shown in the table and reflected in the graph below.

% Vehicles with Worn or Damaged Tyres : 2008										
Vehicle	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
LMV	5.30	4.50	5.00	7.50	4.40	7.10	8.00	5.50	3.60	5.50
Minibus taxi	5.00	8.90	6.40	9.20	7.40	6.80	8.00	9.40	8.00	6.90
Bus	2.00	3.80	3.80	10.20	4.40	5.40	5.10	3.70	1.00	3.90
Truck	15.30	8.70	9.40	5.90	8.90	22.30	10.10	23.70	11.40	12.90

State of Road Traffic in SA 2008/09



Vehicle Lights Offence Rates

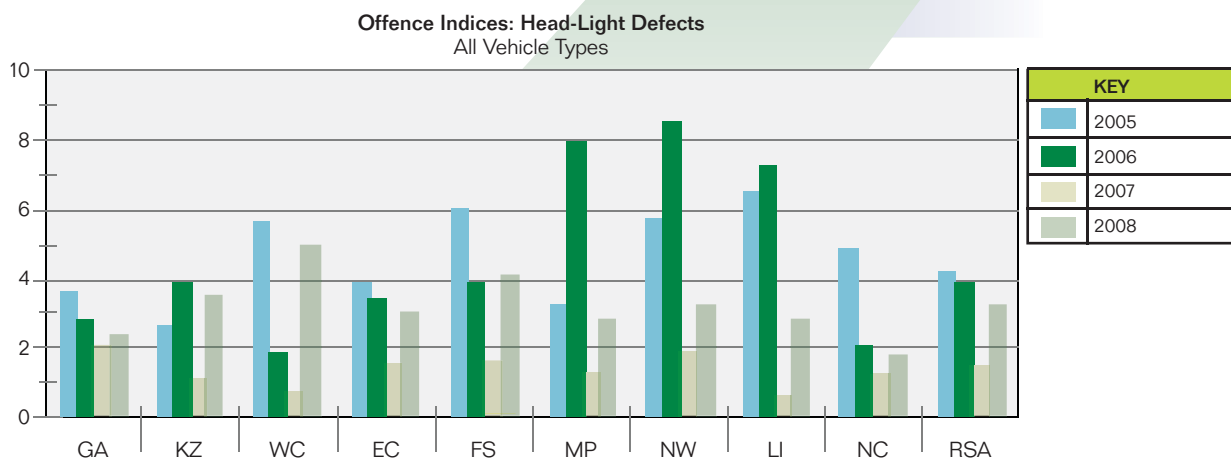
The information below shows that, on a national basis, there was a general increase in the offence index for vehicle lights (front, tail and brake lamps) across all categories of vehicles.

Head-Lights

The information in the table below shows that, on a national basis, there was an increase of 13,11% from 6,10 in 2007 to 6,90 in 2008 in the offence index for vehicle head-lights (bright position) across all categories of vehicles. The information is also reflected in the graph below.

Offence Indices : Head-Light Defects : All Vehicle Types										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	3.60	2.60	5.70	3.90	6.10	3.20	5.80	6.60	4.90	4.20
2006	2.80	3.90	1.80	3.40	3.90	8.10	8.70	7.40	2.00	3.90
2007	1.99	1.00	0.62	1.47	1.53	1.19	1.84	0.51	1.12	1.40
2008	2.30	3.50	5.00	3.00	4.10	2.80	3.20	2.80	1.70	3.20
% annual change										
2005-06	-22.22	50.00	-68.42	-12.82	-36.07	153.12	50.00	12.12	-59.18	-7.14
2006-07	-28.93	-74.36	-65.56	-56.76	-60.77	-85.31	-78.85	-93.11	-44.00	-64.10
2007-08	15.58	250.00	706.45	104.08	167.97	135.29	73.91	449.02	51.79	128.57

State of Road Traffic in SA 2008/09



The information above shows that, without exception, there were no decreases recorded in this regard in any of the provinces.

The biggest increases were recorded for the following provinces:

- Western Cape : increased by 706,45% from 0,62 to 5,00;
- Limpopo : increased by 449,02% from 0,51 to 2,80; and
- KwaZulu-Natal: increased by 250,00% from 1,00 to an index of 3,50 in 2008.

The provinces with the highest offence indices in 2008 were:

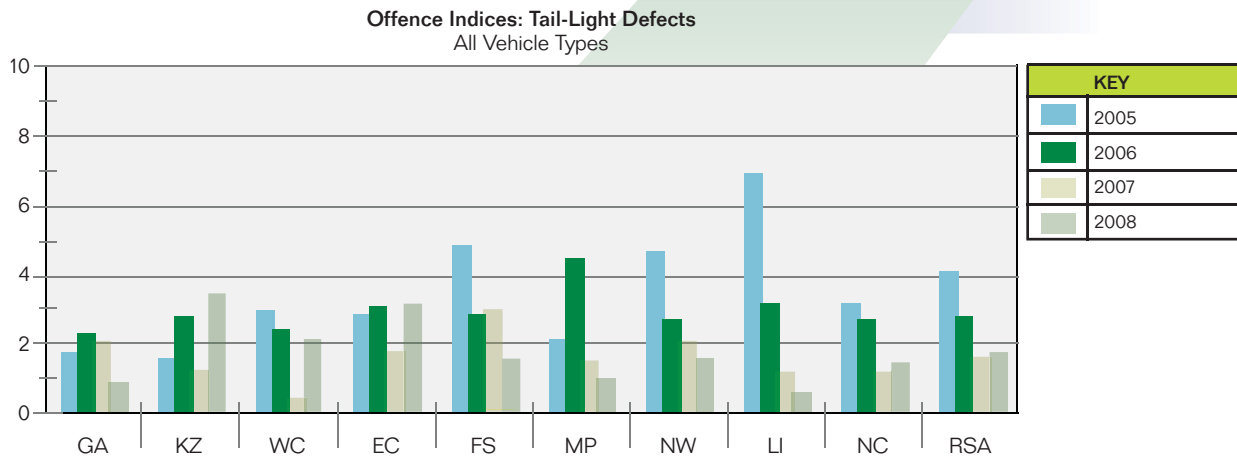
- Western Cape : with an index of 5,00;
- Free State : index figure of 4,10; and
- KwaZulu-Natal: with an index figure of 3,50.

Tail-Lights

The information in the table below shows that, on a national basis, there was an increase of 7,59% from 1,58 in 2007 to 1,70 in 2008 in the offence index for vehicle tail-lights across all categories of vehicles. The information is also reflected in the graph below.

Offence Indices : Tail-Light Defects : All Vehicle Types											
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA	
2005	1.70	1.50	3.00	2.90	5.00	2.10	4.80	7.20	3.20	4.20	
2006	2.30	2.80	2.40	3.10	2.90	4.60	2.70	3.20	2.70	2.80	
2007	2.06	1.17	0.31	1.74	3.04	1.46	2.05	1.12	1.12	1.58	
2008	0.80	3.50	2.10	3.20	1.50	0.90	1.50	0.50	1.40	1.70	
% annual change											
2005-06	35.29	86.67	-20.00	6.90	-42.00	119.05	-43.75	-55.56	-15.63	-33.33	
2006-07	-10.43	-58.21	-87.08	-43.87	4.83	-68.26	-24.07	-65.00	-58.52	-43.57	
2007-08	-61.17	199.15	577.42	83.91	-50.66	-38.36	-26.83	-55.36	25.00	7.59	

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The information above shows that decreases in this regard were recorded in five (5) provinces and increases in four (4) provinces. The biggest decreases were recorded as follows:

- Gauteng : decreased by 61,17% from an index of 2,06 to 0,80 in 2008;
- Limpopo : decreased by 55,36% from 1,12 to 0,50; and
- Free State : decreased by 50,66% from 3,04 to 1,50.

The biggest increases were recorded for the following provinces:

- Western Cape : increased by 577,42% from 0,31 to 2,10;
- KwaZulu-Natal : increased by 199,15% from 1,17 to 3,50; and
- Eastern Cape : increased by 83,91% from 1,74 to an index of 3,20 in 2008.

The provinces with the highest offence indices in 2008 were:

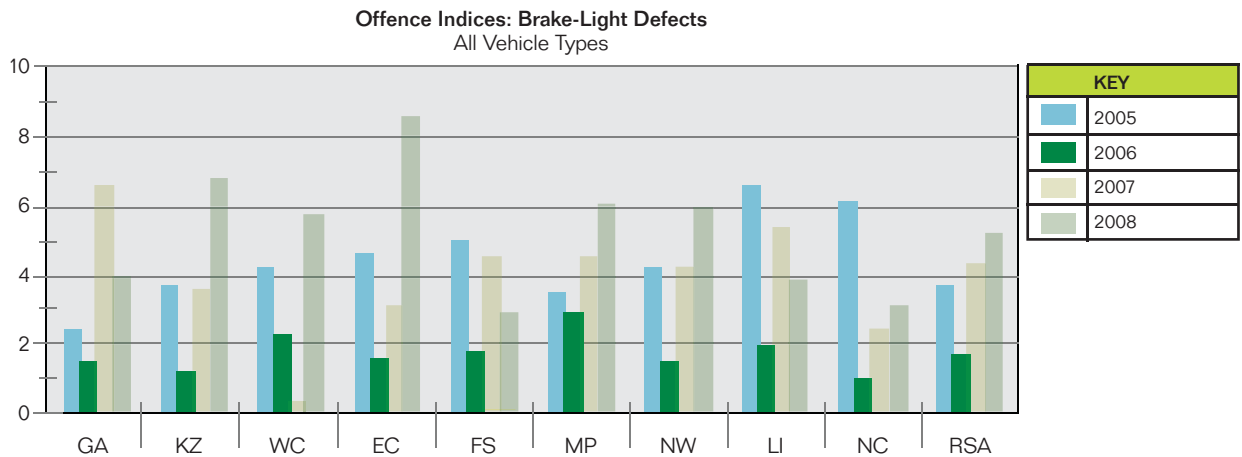
- KwaZulu-Natal : with an index of 3,50;
- Eastern Cape : index figure of 3,20; and
- Western Cape : with an index figure of 2,10.

State of Road Traffic in SA 2008/09

Brake-Lights

The information in the table below shows that, on a national basis, there was an increase of 20,45% from 4,40 in 2007 to 5,30 in 2008 in the offence index for vehicle brake-lights across all categories of vehicles. The information is also reflected in the graph below.

Offence Indices : Brake-Light Defects : All Vehicle Types										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
2005	2.40	3.70	4.30	4.70	5.10	3.50	4.30	6.80	6.30	3.70
2006	1.40	1.10	2.20	1.50	1.70	2.90	1.40	1.90	0.90	1.60
2007	6.80	3.60	0.20	3.10	4.60	4.60	4.30	5.50	2.40	4.40
2008	4.00	7.00	5.90	8.90	2.90	6.20	6.10	3.90	3.10	5.30
% Annual change										
2005-06	-41.67	-70.27	-48.84	-68.09	-66.67	-17.14	-67.44	-72.06	-85.71	-56.76
2006-07	385.71	227.27	-90.91	106.67	170.59	58.62	207.14	189.47	166.67	175.00
2007-08	-41.18	94.44	2850.00	187.10	-36.96	34.78	41.86	-29.09	29.17	20.45



The information above shows that decreases in this regard were recorded in three (3) provinces and increases in six (6) provinces. The biggest decreases were recorded as follows:

- Gauteng : decreased by 41,18% from an index of 6,80 to 4,00 in 2008;
- Free State : decreased by 36,96% from 4,60 to 2,90; and
- Limpopo : decreased by 29,09% from 5,50 to 3,90.

The biggest increases were recorded for the following provinces:

- Western Cape : increased by 2850,0% from 0,20 to 5,90;
- Eastern Cape : increased by 187,10% from 3,10 to 8,90; and
- KwaZulu-Natal : increased by 94,44% from 3,60 to an index of 7,00 in 2008.

State of Road Traffic in SA 2008/09

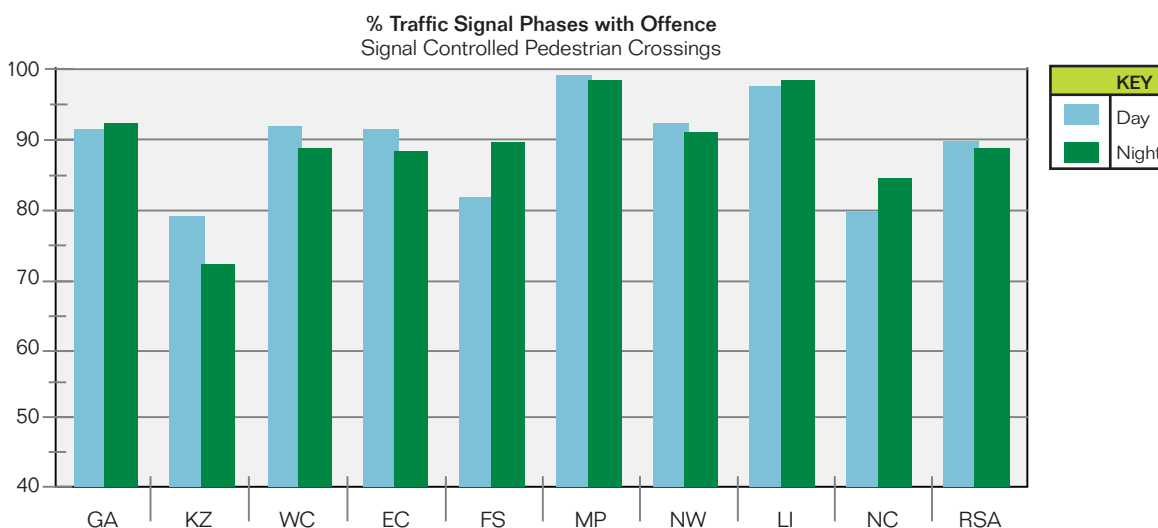
The provinces with the highest offence indices in 2008 were:

- Eastern Cape : with an index of 8,90;
- KwaZulu-Natal : index figure of 7,00; and
- Mpumalanga : with an index figure of 6,20.

Pedestrians and Traffic Signal Offence Rates

The information in the table and the graph below shows the percentage of pedestrians crossing junctions provided with traffic signals in urban areas through the red phase during day-time and night-time. These offences were measured for the first time during the 2008 survey, which is the reason why there is no historical information available in this regard.

% Traffic Signal Phases with Pedestrian Offences										
Year	GA	KZ	WC	EC	FS	MP	NW	LI	NC	RSA
Day-time	90.90	78.40	91.50	91.00	81.20	98.80	91.80	97.20	79.10	89.20
Night-time	91.80	71.50	88.30	87.90	89.10	98.00	90.50	98.10	83.80	88.10



The above information shows very high rates of non-compliance with traffic signals by pedestrians. On a national basis the day-time offence rate is 89,20% and the night-time rate 88,10%, only slightly lower than the day-time rate. With the exception of KwaZulu-Natal, the average day-night offence rates for all other provinces are higher than 80%. The average for KwaZulu-Natal is in the order of 77%.

The provinces with the highest offence rates in this regard during day- as well as night-times are:

- Mpumalanga : day-time 98,80% and night-time 98,00%; and
- Limpopo : day-time 97,20% and night-time 98,10%.

Section 6



Highlights of Achievements

Highlights of Achievements

6.1. Law Enforcement

The National Rolling Enforcement Plan was developed in conjunction with representatives of the nine provincial, six metropolitan police and a number of local traffic departments with a view to identify areas of common enforcement focus. All the provincial authorities have bought into the Rolling Enforcement Plan and have incorporated the plan into their existing master plans. The plan identifies key focal areas and initiates common interventions with a view to harmonize road traffic operations. Nine special projects and six special blitzes were developed for national implementation that targeted offences such as moving violations and driver and vehicle fitness. The plan rolls from month to another seamlessly highlighting various offences. Currently 100% of the provinces are participating and reporting monthly. Metropolitan Police Departments have incorporated elements of the plan into their traffic enforcement functions. Much more work needs to be done on the more than two hundred local traffic departments to truly have traffic enforcement aligned at all spheres of government.

National Traffic Law Enforcement Code

Six national workshops were held and representatives from provincial traffic, metropolitan police, local traffic departments as well as the SAPS attended and made meaningful contributions in respect of developing a uniform code of practice for traffic enforcement in the country. This included among other things, the setting of objectives, performance measurement, rank, structure and insignia that would bring about uniformity within the traffic fraternity.

Inputs received led to the compilation of the fourth draft. Additional workshops were held in four of the nine provinces while presentations were also made to the National SAPS Commissioner and the Institute of Traffic and Municipal Police Officers (ITMPO).

Final consultative workshops need to be held in the remaining five provinces, while high level presentations still need to be made to organised labour, the Standing Committee, Provincial Legislatures and the South African Local Government Association (SALGA).

It is envisaged that the National Traffic Law Enforcement Code would be gazetted in August 2009 with finalisation by end of October 2009.

6.2. Road Safety Education

The RTMC engaged in a number of road safety education and communication projects and the National Driver of the Year Competition, which included the HMV Competition. The National Team participated in International championship in Torino Italy in October 2008, so as to assess their driving skills and knowledge against their peers.

A National Road Safety Debate Competition was successfully held where eight provinces participated in the competition, which was an improvement on its inaugural year, when only six provinces participated. BPSA sponsored the competition to the value of R200 000 which included prizes, transport and meals for learners. The competition was well patronized by stakeholders especially the Department of Education. 1700 learners participated in the competition.

The RTMC for the first time provided provinces with equipment and uniforms for the Scholar Patrol Project. The RTMC also for the first time undertook a national insurance cover for 35387 learners and 4607 supervisors who are participating in the programme.

A youth convention was held with the main purpose of engaging the youth on road safety in trying to find solutions to road crashes that have become a scourge for youth in developing countries.

Highlights of Achievements

6.3. Training of Traffic Personnel

The following is the list of Traffic Colleges and enrolments in 2008/9 for Basic Traffic Officer Training in the country:

	Jan 08 -June 08	July 08 -Dec 08	Jan 09 -June 09
Provincial Colleges			
Limpopo Traffic College	213	205	157
Boekenhoutkloof Traffic College	130		81
KZN Traffic College	-	105	108
Lengau Traffic College	85	58	-
Gene Louw Traffic College	76	113	38
Metro / Municipal Academies			
Matjhabeng Traffic College	17	-	31
Mangaung Traffic College	50	52	80
Durban Metro Police Academy	17	360	50
Provincial Colleges			
Johannesburg Metro Police Academy	464	496	491
Tshwane Metro Police Academy	364	214	-
Ekurhuleni Metro Police Academy	191	30	205
Port Elizabeth Municipal Traffic College	51	54	94
Totals	1658	1687	1335

In addition to the above, the following examiners were trained as part of the overall performance of these Colleges:

A total of 45 Examiners of Vehicles were trained at two Traffic Colleges, and a total of 438 Examiners for Driving Licences were trained at seven Traffic Colleges.

The above training figures indicate the total number of Officers trained during Basic Traffic Officer Training. This increased the total number of Traffic Officers in the country and contributed to increased visibility of Officers on the roads.

Furthermore, the RTMC monitors and evaluates the quality of service rendered by these training colleges. This is done according to set standards to ensure compliance and improve the quality of Traffic Officers produced from these institutions.

6.4. Road Traffic Information

Traffic information which includes amongst others, crash statistics, offence recording, traffic volumes is used by metro and traffic authorities to plan targeted law enforcement operations, road safety education and engineering intervention programmes. The information enables authorities to plan these interventions by time, day and place. Communication and Education interventions are planned according to the type of offences as well as the target group that is determined through the traffic information. Traffic information reports are prepared on a yearly basis for distribution to stakeholders.

Traffic information is also used by engineering companies in designing/upgrading of roads as well as academic institutions (National and International) for research and benchmarking purposes.

Highlights of Achievements

The following table details some of the institutions which are provided with traffic information:

Institutions who Use Traffic Information Reports Produced by RTMC
Provincial Departments (especially the Engineering Section and Road Safety Education). Department of Transport (National) Department of Health Private Engineering companies contracted by provincial departments or SANRAL (e.g. Africon, ITS, Microzone, etc.). Media CSIR SASOL RAF Students needing information from WITS University, the Universities of Pretoria and Cape Town, Nelson Mandela Metropolitan University, etc. Schools (especially in Pretoria). TRAC for comparison of stats on their roads SA students who study internationally- to do benchmarks Speakers at conferences-- to deliver papers nationally and internationally

The RTMC has embarked on a process of developing a new Crash Recording System, which will provide real-time traffic crash information to all interested stakeholders and a pilot for the system is scheduled for the 2009/10 Financial Year.

6.5. Incident Investigation and Recording

6.5.1. Interventions to Improve Recording of Crash Data

In order to improve recording of crash data, the RTMC implemented the following remedial measures:

- During the month of February 2009, a record of all fatal crash cases for 2008 disaggregated by police stations were sent to provinces in order for them to check the list against their own record. In instances where omissions were picked up, police stations informed RTMC accordingly.
- A new fax line dedicated for receipt of crash reports was installed in the crash centre.
- Contact details, including the personal fax-to-e-mail facility of the personnel in the crash centre have been regularly communicated to provinces and individual police stations.
- RTMC negotiated with the Eastern Cape Province to take over the capturing of all their crashes.
- The Corporation also negotiated with Buffalo City to obtain crash data that has been outstanding from 2005.
- Initiated the collection of Accident Report Forms by the traffic officials from the SAPS.
- The RTMC also negotiated for a TRAFMAN interface for Uitenhage, Eastern Cape, and transferred data from 2005.

6.5.2. Causes of Fatal Accidents

The Crash Investigation and Reconstruction Unit established that, amongst others, the main causes of fatal crashes are:

- Pedestrians jay walking
- Speed too high for circumstances

Highlights of Achievements

- Poor conditions of the road surface
- Poor visibility due to, for instance poor street lighting, rain, mist, smoke etc.
- Sharp bends
- Faulty/failure of brakes as well as
- Tyre bursts.

6.5.3. Call Centre

A study to determine the feasibility of implementing a 24/7 Call Centre was conducted for a period of four months, commencing in November 2008 and completed in February 2009. A full report was presented to the Corporation on 3 March 2009.

The feasibility study strongly recommended the operation of the Call Centre in-house, with the Corporation having complete control and accountability on its operations and personnel. The recommendation was in part influenced by an incident that occurred in Bloemfontein, where two members of the public were involved in a road accident with a municipality heavy vehicle that broke down in the middle of a poorly lit road. The vehicle was reported to the after-hours call centre service providers, who failed to alert the traffic information centre in the Free State of the broken down heavy vehicle, that posed a serious danger to the road users.

The incident greatly highlighted the crucial role played by the call centre as a link between traffic authorities and members of the public. One other important aspect highlighted by the incident was the difficulty of control over an outsourced call centre service. The Corporation has a lot at stake and its image and integrity become greatly compromised by the lack of urgency needed to handle information received by the call centre.

The need to operate the call centre on a twenty-four hour basis within the Corporation ensures proper handling of confidential information as one of the key aspects to be developed and incorporated into the call centre management system and database, which is linked to the NaTIS system. The system's security cannot be compromised, and should the call centre's operation be outsourced either partially or completely, the system's security will be compromised.

The table hereunder details the numbers and nature of queries dealt with at the Call Centre

Registered Voluntary Public Traffic Officers	261
Total Reckless and negligent driver reports received	<ul style="list-style-type: none"> ■ 12 897 ■ Registration numbers not on NaTIS: 516 ■ Different vehicles by type or model: 69 ■ Captured offences and letters sent: 8128 ■ Backlog: 4184
Road conditions reports	426
Offenders / vehicle owner responses:	175

6.5.4. Accident Investigation

A very successful conference with 250 delegates (including international delegates) was hosted from 27 to 30 October 2008 in Cape Town. At the conference, a demonstration of a crash and an incident management simulation were staged to train delegates on the correct procedures and the use of new technologies in reconstruction.

Highlights of Achievements

A database of recommendations was also developed and populated. In total, 49 major crashes were investigated where 423 people were killed. Following is a breakdown of the vehicles involved by type as well as causes of the accidents.

Number of Vehicles Involved in Fatal Crashes by Type

Vehicle Type	No. of Fatal Crashes
Truck	32
Bus	11
Minibus	25
Sedan	23
LDV	17
Total	108

It is very clear that trucks account for the largest number of vehicles (29.6%) involved in fatal crashes followed by minibuses (23.1%) and Sedans (21.3%).

Of the six human factors identified, high speeding was found to be the leading contributory factor accounting for 20% of the fatal crashes recorded during the period under review. Unsafe, illegal overtaking and fatigue were second and third main contributory factors, respectively. This is shown in the table below.

Factors Contributing to Fatal Crashes

Factor	Offence	Percentage (%) of fatal crashes
Human	High speed	20
	Unsafe, illegal overtaking	13.3
	Fatigue	12.4
	Turning from wrong lane	5.7
	Driving in wrong lane	2.9
	Illegal/ unsafe stopping	1
Vehicle	Unroadworthy vehicle	14.3
	Overloading	9.5
	Tyre burst	5.7
	Ignored traffic sign	1
Road	Poor/ Inadequate road signs	7.6
	Sharp bend	1

In order to ensure that recommendations of the outcomes of crash investigations are implemented, letters were sent to Heads of Departments as well as to SANRAL urging them to either increase law enforcement or attend to road signs or structural changes. The recommendations were also sent to Law Enforcement Coordination who tabled them at LETCOM meetings for implementation.

Highlights of Achievements

6.6. Infrastructure Safety Audits and Traffic Engineering

The Medium Term Expenditure Framework consultative process conducted by the Corporation during the period under review assisted in reprioritising focus areas. It was established through the consultations that provincial and local authority officials did not see the value of being trained in infrastructure safety auditing on the basis of guidelines that have been in draft form since 1999. Instead they recommended a review of the South African Road Safety Manual and the development of a curriculum framework. This process was started during the 2008/9 period. This process is intended to update the Manual and develop the framework in line with international best practices. The process is envisaged for completion during the 2009/10 financial year.

6.7. Administrative Adjudication of Road Traffic Offences (AARTO)

6.7.1. Background

On 3 July 2008, the Honourable Minister set the country on a ground-breaking path that was aimed at establishing a process of fundamental change with respect to the effective and efficient management of the traffic environment with the launch of the AARTO pilot in the Municipality of Tshwane.

This dawn of a new era was strategically focussed on making an effective contribution towards the achievement of the Millennium Development Goals, the resolution of the African Union Conference, wherein the Ministers of Transport committed to reducing the rate of accidents and road fatalities in half by the year 2014, as well as the Road Traffic Management Corporation's 2015 Road Safety Strategy.

The launch of the AARTO pilot is recognised as one of the critical pillars that will ensure successful delivery of these targets. The Corporation recognised the complicated nature of the AARTO in terms of its involvement of a multiplicity of role-players and the need to ensure seamless integration of the processes of all key stakeholders in providing an efficient system. Thus the implementation of the pilot was aimed at testing the functionality of the full system, including the National Contravention Register on eNaTIS, forms, processes and procedures. In addition, the implementation of the pilot was planned to allow for impact assessments to be conducted on all systems, identify any weaknesses and allow for the necessary enhancements to be made, prior to national rollout.

The AARTO Act was passed by Parliament in 1998, subsequently followed by three Amendments in 1999, 2000 and 2002. Considering the long period between the promulgation of the Act and the implementation thereof, it was understood that a number of aspects would have needed to be seriously considered and amended for efficient operation. Thus to lessen any potential negative impact on operations and to ensure a comprehensive and just system of dealing with traffic matters, a phased implementation approach was strategically adopted. Prior to implementing the pilot therefore, the Act needed to be put in operation, and the following Proclamations were published on 1 July 2008:

- Introduction of the AARTO Amendment Act, 1999,
- Introduction of sections 17 to 35 of the AARTO Act, 1998 in the City of Tshwane Metropolitan Municipality on 1 July 2008, and
- Introduction of sections 17 to 35 of the AARTO Act in the City of Johannesburg Metropolitan municipality on 1 November 2008.

6.7.2. AARTO Regulations

In order to operationalise the pilot, the applicable Regulations in support of the Act had to be published. These Regulations were developed after extensive consultations with the role-players from provinces and municipalities across the country, and subsequently published for public comment in September 2007. The comments received were thoroughly considered and a final version was published on 1 July 2008.

With the implementation of the pilot in Tshwane, a number of aspects had been identified as inefficient or their effective management as inadequately addressed in the Act and Regulations. The Corporation has noted these and is allowing for lessons to be learned from the Johannesburg pilot, so as to include same in the Amendments that are envisaged in the second quarter of 2009.

Highlights of Achievements

6.7.3. Training

One of the critical success factors with respect to the pilot implementation was the training of officials to be involved in the pilot. The preparation of the AARTO learning material and the training of officials on the procedures and processes involved commenced successfully. The AARTO training material was developed on unit standards, registered and accredited with the SAQA (South African Qualifications Authority), through the Traffic Standards Generating Body (SGB) on 20 August 2008. This was to ensure that officers can receive the necessary competence, prior to engaging in the pilot and to provide them with added credits if they wish to pursue further studies in their careers. At the end of March 2009, over 2 000 officers from the Tshwane Metropolitan Police Department, Gauteng Department of Community Safety, Johannesburg Metropolitan Police Department and the South African Police Services were trained on the AARTO.

The Corporation recognised that during any period of fundamental change, there is bound to be uncertainty, frustration and heightened levels of mistakes committed by officers. Thus enough time was provided to ensure that officers had the full understanding of the AARTO and its processes. In terms of the hand written AARTO forms, being AARTO 01 and AARTO 31, the process starts with the correct citation by officers on the road. The extent of exactness by the officers, will contribute directly to the successful capturing of these notices and subsequent process. Thus the initial training was a 5-day train-the-trainer programme, attended by trainers of the different agencies, who then cascaded their knowledge to officers on the ground.

6.7.4. Marketing and communication

The Corporation realised that in order to achieve greater success for the AARTO implementation, a well thought-out communication approach had to be developed and implemented. The approach adopted for communication entailed two phases, these being:

- Creating brand awareness
- Educating the public about the AARTO and the rights and duties of road users.

The first phase began with the launch of the Tshwane pilot from July 2008 until March 2009. This was aimed at creating awareness and ensuring that the AARTO remains at the top of people's minds. This process entailed disseminating information through media platforms to ensure that everyone had the opportunity to know what the AARTO is about.

The first great opportunity to create publicity was identified as the Minister's official Tshwane pilot launch. Invitations were sent to:

- MECs responsible for transport matters
- Executive Mayors
- Members of the Portfolio Committees of Transport
- Chiefs of Metro Police Departments
- Heads of Traffic Authorities
- Members of the Departments of Justice
- Magistrates and prosecutors
- Municipal Managers
- Traffic Administrators
- Service providers in the traffic environment; and
- Transport operators

Highlights of Achievements

The launch itself was intended to act as a catalyst to activate the public and media interest in AARTO. This was achieved through the increment in the profile of activities surrounding the AARTO in the media. After the pilot launch, various communication activities were heightened. Presentations were made to the Media Liaison Officers of the MECs' and Local Authorities, the Executive Committee of the South African National Transport Council (SANTACO), to the magistracy in Johannesburg, to the Institute of Traffic and Municipal Police Officers (ITMPO), the South African Police Chiefs Forum, the Southern African Bus Operators Association (SABOA), the Johannesburg judiciary and a number of other stakeholders.

The following media platforms were also used:

- Television advertisements in English on SABC-TV,
- Radio advertisements in all 11 official languages, in all major mainstream radio stations,
- Print advertisements in the Sunday Times, City Press, Sowetan and other major newspapers,
- Radio and television interviews with various radio stations such as Talk Radio 702, Radio Sonder Grense, Khaya FM, SAFM, etc,
- Various interviews at community radio stations within the boundaries of Tshwane;
- A series of AARTO articles was published in the Pretoria News, detailing the AARTO process as well as rights and duties of infringers,
- Various information leaflets have also been produced and distributed,
- Both traditional and non-traditional media platforms were used simultaneously and special features inserts were published in major publications and various transport magazines.
- Various "knock and drop" activities were scheduled, comprising of delivering leaflets via the South African Post Office, shopping malls in Tshwane, police stations and leaflet deliveries in post boxes in the Municipality of Tshwane.

During the 2008/2009 festive period, heightened marketing activities were achieved through the toll plaza campaign, wherein AARTO information was distributed in "goodie bags" to all drivers who went through toll plazas. These covered the following toll plazas:

- | | | |
|--------------------|---|----------------------------------|
| ■ Mooi River (N3S) | - | towards Durban |
| ■ Carousel (N1N) | - | towards Polokwane |
| ■ Middelburg (N4E) | - | towards Nelspruit |
| ■ Vaal Plaza (N1S) | - | towards Bloemfontein & Cape Town |
| ■ Tsitsikamma | - | towards Eastern Cape |

In addition to the above, advertisements and marketing material was also published in all major airline in-flight magazines. Advertisements were also profiled at major airports.

6.7.5. National Contraventions Register on NaTIS

Section 34 of the Act, read with Regulation 19 provides for the capturing of all contravention information on the National Contraventions Register (NCR). The NCR was developed as a module of the eNaTIS to ensure that all contravention information is available on a single national database. As the pilot commenced, a myriad of challenges emerged regarding the limited functionality of the eNaTIS, which contributed to the delayed rollout of the Johannesburg pilot. This was duly prioritised with the development of the outstanding functionality and the Johannesburg rollout was then developed on a different platform, based on the current systems used by that municipality on a temporary basis until all the functionality becomes available on the eNaTIS.

Highlights of Achievements

Cases of incorrect functioning of the system were brought to the attention of the eNaTIS contractor and the DoT as and when they were detected and suggestions for the resolution thereof made. The Corporation is confident that all the issues will be resolved and the efficient functioning of the eNaTIS-AARTO functionality will be available as provided for in the AARTO Act prior to national rollout.

6.7.6. AARTO Website

One of the most important avenues available for the dissemination of information in the 21st Century is the World Wide Web. It provides for information to be readily available, literally at the tip of the browser's fingertips. The Corporation realised that by taking advantage of this avenue, it will be able to make a huge breakthrough in reaching the stakeholders in this technologically advanced world.

The AARTO website was commissioned on 20 June 2008, before the launch of the Tshwane pilot. It has experienced very good traffic and makes a huge contribution to increasing the profile of the AARTO and explaining it to users. One of the most critical aspects of the website is that it details the processes of the AARTO, especially providing information to motorists on their rights, obligations as well as an explanation of the options available to them and the applicable timeframes for the exercise of such options.

The website as published is now only in its first phase. The second phase of the website provides additional functionality wherein the interaction and business processes between the various key stakeholders will be managed. The Corporation will be able to interface with the traffic authorities, representation officers, sheriffs, courts and other corporate users such as fleet operators and vehicle rental associations, banks and insurance companies, for efficient operations.

It will provide for more effective management of all business processes, as well as performing quality assurance and statistical analysis of the performance of all role-players and the Corporation is hopeful that all the functionality will be available and deployed prior to the national rollout. Not only does the website provide for all AARTO processes but it will also provide links to the Ministry and Department of Transport, all Provincial and Municipal Authorities, as well as the courts and other transport related authorities. The AARTO website seeks to become the premier information channel for all road traffic matters and is available at www.aarto.co.za.

Highlights of Achievements

6.7.7. Tshwane Pilot Statistics

From July 2008 to the end of March 2009, a total of 253 887 Infringement Notices were issued within the municipality of Tshwane, with an average compliance rate of 12.8%.

Main Charge Index Used for Served Infringement Notices

Issuing Authority			
Main charge index	Tshwane MPD	Gauteng DOCS	Grand Total
Speed limits	48.08%	37.93%	47.73%
Equipment on or in respect of vehicles	14.16%	24.87%	14.53%
Road traffic signs	9.06%	2.57%	8.84%
Rules of the road	8.51%	4.70%	8.38%
Registration and licensing of vehicle	8.00%	12.51%	8.16%
Learner's and driving licences	5.86%	6.94%	5.89%
Professional driving permit	2.25%	4.56%	2.33%
Provincial by-laws	2.10%	0.01%	2.03%
Passenger carrying vehicles	0.83%	1.11%	0.84%
Fitness of vehicles	0.30%	0.45%	0.31%
Operator fitness	0.24%	0.18%	0.23%
Loads on vehicles	0.21%	3.62%	0.33%
Driving under influence / miscellaneous	0.16%	0.13%	0.16%
Registering authorities/ officers	0.14%	0.10%	0.14%
Motor trade numbers	0.05%	0.09%	0.05%
Driving / control of traffic signals	0.01%	0.13%	0.02%
Dimensions of vehicles	0.01%	0.06%	0.01%
Dangerous goods and substances	0.01%	0.01%	0.01%
Accidents and accident reports	0.00%	0.00%	0.00%
AARTO	0.00%	0.02%	0.00%
General	0.00%	0.00%	0.00%
General - towing of vehicles	0.00%	0.01%	0.00%
Temporary and special permits	0.00%	0.01%	0.00%
Grand Total	100.00%	100.00%	100.00%

It is clear from the statistical analysis that speeding remains a major problem, and the Corporation is using this information to inform the enforcement activities, in consultation with municipalities.

The implementation of the AARTO pilots continues to be successful and has revealed a number of aspects that need to be enhanced. It has also identified clauses to be amended in the upcoming Regulations. The phased implementation approach has further been proven to be the right one, in order to further strengthen all systems and processes, prior to national rollout. The increased enquiries received regarding the AARTO has shown that the communication strategy adopted is reaching its goals and has increased awareness of the seriousness of the AARTO in the goal of the increment of road safety.

Highlights of Achievements

6.8. Research and Development

On an annual basis, the Corporation conducts national road traffic offence surveys with a view to determine the level of compliance on the road network. The surveys focus on the following offences:

- Speed-urban and rural(light vehicles, heavy vehicles and taxis)
- Traffic signal offences
- Overtaking across barrier lines
- Alcohol levels
- Driving licenses present and valid
- Wearing of seatbelts
- Vehicle fitness aspects (Tyres and lights)
- Correlation between vehicle registration plate and license disc
- Pedestrian compliance
- Presence of traffic officers, pedestrians, cyclists and animals along the roads.

The surveys covered over 100% of the target sample sizes in terms of the majority of the focus offences. Amongst others, the study found that:

- The average national speeding rate has decreased slightly.
- With the exception of Limpopo, all the other provinces registered an increase in traffic signal related offences.
- The rate of absent or invalid driving licences and PrDPs shows a significant decrease since 2003.
- The rate for seatbelt offences remains alarmingly high since the start of the surveys in 2002.
- The transgression rate regarding the correlation between the number plate and the licence disk has increased significantly for all the provinces. This may be attributed to the increase in the use of traffic cameras instead of traffic officers physically inspecting vehicles.

Findings of the surveys inform targeted law enforcement operations and thus assist the fraternity in executing information-driven planning processes.

6.8.2. Information Technology

We are in the information age whereby Information Technology and Communication were combined to form Information and Communication Technology (ICT) in the late nineties. This is because they are intertwined in their nature and even more so as information and communication technologies evolved.

This has lead to the RTMC deploying a completely new IT infrastructure which meets the demands of the current realities. Different technologies were implemented to focus on service delivery for different reasons.

The development of an Integrated Master System Plan and Enterprise Architecture Plan for the Corporation was completed. These plans will assist the Corporation with regard to IT governance and applications.

Highlights of Achievements

Information Technology Operational Solution, which includes migration from the Novel Group wise email system to the Microsoft Exchange system, wireless Connectivity, Virtual Private Network Connectivity, and Biometric Access Security, was installed.

The development website based on the EPI server that entails an Intranet and Extranet is nearing completion. This will facilitate communication within and outside the Corporation and also ensure that sensitive and confidential information is protected whilst complying with the Promotion of Access to Information Act.

The process of acquiring eNaTIs was finalised with DoT, and adequate measures have been put in place to ensure the successful management of the system. The eNaTIS HelpDesk resolved all the queries received from the public, such as, the issuing of confirmation letters on converted South African Licences to South African living abroad and assisting the public with drivers and learner's licence booking.

6.8.3. Corporate Communication

Corporate Communication and Public Relations Unit

The Corporate Communication and Public Relations Unit (CCPR) focuses on managing and marketing the RTMC brand and promoting all the services of the Corporation. Its contribution to the overall objectives of the organisation lies in ensuring that there is sound brand management and effective communication.

This function is driven by interventions such as raising awareness through the use of campaigns, community outreach, media relations and strategic promotional events.

Corporate Marketing

A TV and Radio campaign was conducted which aimed at the following objectives

- To position the RTMC brand in the minds of the South African public
- To inform and educate communities country-wide about the operational functions of RTMC as a brand

The campaign was flighted on 9 African language radio stations and on 3 SABC television stations to ensure that we had a maximum reach of the audience we targeted, that being mainly all road users, nationally. The SABC radio brand positioning campaign ran for 10 weeks spread out over four (4) months. The television brand positioning campaign was flighted for a period of 13 weeks spread out over four (4) months.

Due to the structure of the radio campaign, the hard to reach audience were easily accessed. The average frequency was 28,42% and the actual number of spots was 1560 across all stations. This resulted in a 74,47 reach.

On the other hand the television campaign reached out to more than 89% of the total adult population viewing television daily.

Community Outreach to Rural and Semi-Urban Areas

Two (2) major community outreach meetings (Imbizos) were conducted in the Free State province in conjunction with the Department of Transport. The main aim was to reach out to the remote areas and interact with community members to further address their transport, roads, and traffic related issues and concerns. The RTMC used the opportunity to distribute educational literature on road safety to the communities mainly targeted as non-motorists.

A future focus for the CCPR Unit is to increase awareness of the services of the Corporation and grow the brand awareness in the market to gain the brand equity and brand identification. The Unit will continue to focus its energies on raising the profile and services of the Corporation.

Highlights of Achievements

6.8.4. Coordination of Strategic Planning in the Traffic Management Environment

The National Road to Safety Strategy: 2006 and Beyond was developed and adopted in October 2006. In view of developments in the field of road traffic safety subsequent to its adoption, the Corporation was regarded to be in the best position to manage and oversee the coordinated and cooperative revision of the 2006 Strategy, in order to ensure that all necessary road safety goals and objectives are attained.

Taking cognisance of the above, the Chief Executive Officer prepared a detailed list of so-called pillars or strategic priorities for an effective and efficient road traffic safety management system towards attaining the vision, mission and goals of the Corporation. These pillars are:

- The development of a comprehensive 5 to 6-year road traffic safety management programme for the Corporation and its partners;
- The organisational development, transformation and capacitation of the Corporation; as well as all provincial, metropolitan and local authorities involved in road traffic matters;
- The institutional development, transformation and empowerment of government role players;
- Co-ordinated planning and implementation of road traffic law enforcement by all role players and at all levels of government; and
- Co-ordinated road traffic management training, communication, promotion and education.

Following the approval by the RTMC Board of the above strategic priorities in May 2008, the Corporation commenced with the preparation of a comprehensive discussion document entitled: "Proposed Framework and Process towards the Development of the 2009-2015 Road Traffic Safety Management Plan". This document was utilised in a preparatory consultative process by the CEO with all the provincial MECs and heads of provincial departments in order to obtain their buy-in and support for the process still ahead, namely the conducting of provincial workshops for the review of the 2006 Strategy.

Having obtained the required support, the Corporation embarked on an ambitious process to review the "Road to Safety Strategy 2006" and the joint co-operative development of a "2009-2015 Road Traffic Safety Management Plan" during the latter half of 2008. The process was conducted through 2-day workshops in each of the nine provinces from September to November.

Role-players and stakeholders in national, provincial and local government authorities; as well as a great variety of private sector organisations were identified and invitation letters were posted, faxed or e-mailed to them, requesting their attendance and participation in the provincial workshops. These representatives were from across all the functional areas and fields that are directly or in-directly related to road traffic issues.

The first day of the workshop was opened by the MEC or a representative of the MEC, followed by a presentation by the Chief Executive Officer, providing more background on the fundamental issues on which the Plan will be based and the process that will be followed during the workshop.

Following the opening session, the next step was to divide the delegates into various breakaway sessions to deliberate in detail on the issues affecting each of the functional areas in road traffic management. Each breakaway group was facilitated by the appointed experts given above. The group discussions and deliberations were based on the identification of problems and needs associated with specific issues within each functional area. The groups also formulated or proposed solutions and interventions for each problem identified and the time frame within which the solutions should be introduced or implemented over a period of six years (from 2009 to 2015). Furthermore, the groups suggested by which authority feedback should be collated most expediently. Each breakaway group was required to use a standard pre-prepared template on which their respective proposals were recorded.

Highlights of Achievements

The following individual functional and support areas were comprehensively covered during the deliberations:

- Road traffic law enforcement;
- Training of traffic personnel;
- Vehicle registration and licensing;
- Vehicle and roadworthiness testing;
- Testing and licensing of drivers;
- Road traffic information and supporting systems;
- Road crash investigations and recording;
- Road safety education and communication;
- Non-motorised transport safety (pedestrians, cyclists and animal ridden and drawn vehicles);
- Infrastructure safety audits and traffic engineering;
- Administrative adjudication of road traffic offences;
- Incident management; and
- Last but definitely not least, the financing of road traffic management.

Break-away groups were also tasked to identify legislative needs in support of proposals included in the draft plans that were not adequately provided for.

The second day of the workshop was dedicated to the development of a 2009-2010 Business Plan for each particular province, which is based on the issues listed for the first year in the 2015 Plan, as developed during the first day. A costing model for this financial year was also conducted, together with the identification of funding sources.

Upon completion of the nine provincial workshops, the Corporation consolidated the outcomes and recommendations from the workshops into the 2009-2015 Road Traffic Safety Management Plan. The consolidated Plan will be discussed and finalised at a National Workshop which will be held at a central location on a date that will be finalised in due course. After the approval of the 2009-2015 Plan by the Board and the Shareholders Committee, it will be launched by the Minister of Transport at a national event.

The 2015 Plan will serve as a blueprint over the next six years, from 2009 to 2015. The Plan will form the basis for all national, provincial, metropolitan and local authorities whose portfolios are connected to any or all of the identified road traffic safety management functions for the preparation of their individual Annual Business, Operations, Performance and Financial Plans. In the case of authorities that have a broader scope of responsibilities and functions, the road traffic safety management section of their annual plan shall group and clearly differentiate and categorise their detailed functions, resource allocations, etc., with regard to their traffic management related obligations and responsibilities.

In order to assist the total process; as well as to support the development of individual Annual Plans and the consolidation thereof into a manageable national plan, the Corporation will develop and make available a user-friendly and accessible standardised format on the National Traffic Information System (NaTIS), for this purpose. It will be required of all national, provincial, metropolitan and local authorities to prepare and submit actual monthly performance and expenditure reports with regard to achievements reached in respect of the set performance targets as contained in their respective business plans. These reports will be consolidated and summarised by the Corporation for submission through the ranks of the various committees.

Highlights of Achievements

In this regard, special communication and consultative structures will be put in place at the various levels of government to continuously monitor, evaluate and report on performance and progress made with the implementation of the 2015 Plan and the supportive annual business plans. In addition to the Shareholders Committee, the Board of the Corporation and the current Road Traffic Management Coordinating Committee (RTMCC), the following additional committees as schematically reflected below, will be established for this purpose:

- Road Traffic Safety Management Steering Committee (RTSMC);
- Road Traffic Management Coordinating Committee (RTMCC);
- Provincial Traffic Management Committees (PTMCs); and
- Provincial Regional Traffic Management Committees (PRTMCs).

The members of these committees will be as follows:

- **Road Traffic Safety Management Steering Committee (RTSMC)**

The Chief Executive Officer of the Road Traffic Management Corporation and Heads of all Provincial Departments responsible for one or more of the functional areas in road traffic management

- **Road Traffic Management Coordinating Committee (RTMCC)**

Road Traffic Management Corporation representatives; The chairpersons of the various Provincial Traffic Management Committees; Other Provincial officials representing the various functional areas in traffic management; Metropolitan authority representatives; Officials of the various provincial capital cities not classified as metropolitan authorities; and the South African Police Service (SAPS).

- **Provincial Traffic Management Committees (PTMCs)**

Provincial and metropolitan authority representatives within the particular province; as well as the chairpersons of the various Provincial Regional Traffic Management Committees.

- **Provincial Regional Traffic Management Committees (PRTMCs)**

Provincial, metropolitan and local authority representatives within the particular provincial region

The main functions of these committees will include:

- To manage, control, coordinate, facilitate and oversee the implementation of the **2009-2015 Road Traffic Safety Management Plan**;
- To facilitate, assist and coordinate, through the various Provincial Traffic Management Committees, the development of Annual Business Plans in terms of the 2009-2015 Road Traffic Safety Management Plan by all authorities;
- To consider and discuss quarterly road traffic management reports, inclusive of the various national, provincial and regional reports, highlighting important issues within the various functional areas in each of the provinces;
- To identify, assist and lead non-performing authorities, based on the reasons for such non-performance, and prepare a report in this regard to the Road Traffic Safety Management Steering Committee (RTSMSC) for consideration;
- To receive, consolidate and consider comprehensive monthly traffic operations and performance reports submitted by the individual responsible national, provincial, metropolitan and local authorities;

Highlights of Achievements

- To consider and assist in resolving problems and constraints in terms of any traffic management related issue that was identified and forwarded by any of the Provincial Traffic Management Committees for consideration. If the problems or constraints cannot be resolved, the Committee may : (i) refer the matter to an ad-hoc working group for further investigation, research and the submission of a report; or (ii) refer the matter to the Road Traffic Safety Management Steering Committee (RTSMSC) for consideration;
- To identify problems and constraints in terms of any of the road traffic management functional areas that may be experienced by any authority and assist in the resolving thereof. If the problems or constraints cannot be resolved, the Committee may : (i) refer the matter to an ad-hoc working group for further investigation, research and the submission of a report; or (ii) refer the matter to the Road Traffic Safety Management Steering Committee (RTSMSC) for consideration; and
- To prepare and submit consolidated quarterly traffic management reports, inclusive of the various provincial reports, highlighting important issues within the various functional areas in road traffic management to the Road Traffic Safety Management Steering Committee (RTSMSC); together with the minutes and attendance lists of all meetings; and
- The Road Traffic Safety Management Steering Committee will prepare and submit quarterly performance reports to the Board and the Shareholders Committee of the Corporation.

The overall purpose of the 2015 Plan and its contents is to achieve the following:

- Reduce road traffic crashes by half by 2015;
- Reduce critical road traffic offences that lead to road crashes by half by 2015;
- Commit to educating the general public on road safety matters - taking into consideration special road user groups;
- Improve service delivery to the public;
- Promote the professionalism and skills development of all officials operating in the road traffic management environment;
- Reduce the occurrence of fraud and corruption within the road traffic management environment;
- Improve the collection, management and use of data for day-to-day tactical planning and performance management purposes within all the functional areas in road traffic management;
- Promote the use of technology in all functional areas in road traffic management;
- Research, set and achieve controllable and measurable targets to contribute to achieving the goal of optimising service delivery in all areas in road traffic management;
- Harmonise road traffic management action plans at national, provincial and local spheres of government;
- Establish and strengthen partnerships between government and non-government organisations towards the promotion of road traffic safety;
- Review the current post structures within the various functional areas in road traffic and create additional posts where required;
- Identify, manage, allocate and control the various sustainable income sources for road traffic safety management; and
- Mainstream road traffic safety in national and provincial transport policies.

Highlights of Achievements

The 2015 Plan is not just “another strategy”. The Plan will serve as a blueprint for the development of business and operational plans by traffic authorities at all levels of government over the next six years. As a matter of fact, it was already used in this manner for the development of various business plans for the current financial year.

The Board and the Shareholders Committee will manage, oversee and assist in the implementation of the Plan.

The results will be felt by every citizen in the country who will notice:

- More regular and effective law enforcement;
- A points demerit system for traffic offences which can result in the loss of driving licences;
- No way to avoid fines (if fines are outstanding annual licences will not be renewed and vehicles will be disabled or confiscated)
- Benefits from voluntary compliance of traffic laws;
- Safer roads;
- Children educated in road safety at schools; and
- Crash and offence information available on-line

6.8.5. Finance

During the year under review, management decided to implement an all integrated Enterprise Resource Planning System in order to enhance planning and improve its business processes. The system will have all financial and administration modules integrated in one which will also enable the finance modules to interface with eNaTis system for the collection of fines and penalties in terms of AARTO Act. These interfaces will also be at provincial and local levels, thereby ensuring efficient and effective management and collection of fees from the issuing authorities. The system is expected to be piloted during the course of the next financial year, 2009/10.

Section 7



Performance Information

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: ROAD TRAFFIC LAW ENFORCEMENT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.1.1. To align and harmonise Road Traffic Law Enforcement Strategies and Capacity Building Programmes amongst Road Traffic Law Enforcement Authorities	To align Road Traffic Law Enforcement Strategies				
	7.1.1.1. Develop a national road traffic law enforcement strategy with all Authorities and government departments.	National integrated and aligned Road Traffic Law Enforcement Strategy that will include the Integrated 2010 transport plans.	National Road Traffic Law Enforcement Strategic Report.	Produced a National Enforcement strategy in co-operation with the nine provinces, six metros and the big/host cities. The strategy includes blitzes and special operations such as Moria, Confederation Cup events and plans for October transport month. 100% complete	None.
	7.1.1.2. Integrate 2010 transport plans with road traffic strategies.			Developed a National Public Transport Enforcement Strategy for the 2010 World Cup. Consolidation of integrated 2010 transport plans not complete. A meeting to co-ordinate the 2010 and Confederations Cup Enforcement Plans was held in Cape Town with all Host Cities.	Consolidation of Enforcement Plans from Host Cities should have been done by February 2009. Authorities have not yet submitted plans. Reminder letters sent to host cities and follow-up done.

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: ROAD TRAFFIC LAW ENFORCEMENT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.1.1. To align and harmonise Road Traffic Law Enforcement Strategies and Capacity Building Programmes amongst Road Traffic Law Enforcement Authorities (CONTINUED)	7.1.1.2. Integrate 2010 transport plans with road traffic strategies.			Dry runs were held in Mafekeng (Telkom Challenge) Macufe (Mangaung) and Comrades Marathon, Rustenburg and Bloemfontein sporting events to test the effectiveness of plans. 65% complete.	Consolidation of Enforcement Plans from Host Cities should have been done by February 2009. Authorities have not yet submitted plans. Reminder letters sent to host cities and follow-up done.
	To harmonise Traffic Law Enforcement Operations in the Country				
	7.1.1.3. To establish a national technical committee to deal with the uniform approach to law enforcement operations.	Optimal harmonisation of traffic operations.	Representatives' meetings involving provincial, metro and local authorities. (SAPS)	The Law Enforcement Technical Committee (LETCOM) has been established and meets quarterly to plan, co-ordinate, control and evaluate programmes and projects for harmonisation of traffic operations. All four quarterly meetings were held.	The remaining 5% is immaterial.

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: ROAD TRAFFIC LAW ENFORCEMENT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.1.1. To align and harmonise Road Traffic Law Enforcement Strategies and Capacity Building Programmes amongst Road Traffic Law Enforcement Authorities (CONTINUED)				Two Special LETCOM meetings held in preparations for Easter, National Elections and to finalise the Confederations Cup Enforcement Operations. 95% complete.	
	7.1.1.4. Establishment of special inter-provincial corridor working group.	Harmonisation of inter-provincial enforcement operations.	Operations planned per quarter.	Inter-provincial corridor working group established and two inter-provincial committee meetings held quarterly under LETCOM. The following inter-provincial joint projects have been initiated and established along key arterial routes: N3 Safe Highway N1 Moria Corridor K573 Moloto Road Four Provinces Project N14 Corridor N4 Corridor, and Seven (7) Special Inter-provincial projects per quarter in Gauteng. 100% complete.	None.

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: ROAD TRAFFIC LAW ENFORCEMENT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.1.1. To align and harmonise Road Traffic Law Enforcement Strategies and Capacity Building Programmes amongst Road Traffic Law Enforcement Authorities (CONTINUED)	7.1.1.5. Innovation in terms of method, equipment (breath testing & E-News) 20x evidentials, 100 screens, cones etc.	Smart policing techniques for efficacy and efficiency in reduction of offences and fatalities.	Provision of high-tech enforcement equipment within approved budget.	The following items were procured, received and despatched: 45 sets of Safety Equipment (cones, fire extinguishers) 20 x K78 Roadblock Trailers purchased 100 screeners received (awaiting distribution) Process of disbursement to traffic authorities initiated. 95% complete.	Awaiting delivery of 20 evidentials . Conduct workshops on the use of the Alcohol Enforcement Package for recipient authorities.
	7.1.1.6. Host bi-annual traffic safety conference.	Update members on various traffic safety issues.	Bi-annual traffic safety conference to be hosted by the Corporation.	Conference successfully held during May 2008. 100% complete. The impact of the Conference is evident in the application of acquired information by Traffic Officers.	None.

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: ROAD TRAFFIC LAW ENFORCEMENT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.1.1. To align and harmonise Road Traffic Law Enforcement Strategies and Capacity Building Programmes amongst Road Traffic Law Enforcement Authorities (CONTINUED)	To develop and implement capacitating and empowering projects benefiting Road Traffic Law Enforcement Authorities				
	7.1.1.7. Expansion of Patrol Car Project	Smarter, efficient enforcement standards for optimal results	Provision of Phase 3 (45) branded and equipped with necessary devices, patrol vehicles.	Forty five (45) branded vehicles distributed to nine (9) provinces to be utilized in a project-related, smart policing approach for maximum impact. 100% complete	None
	7.1.1.8. Manage fuel, maintenance, crash repairs and wear and tear of the special projects vehicles	Ensure vehicle down time is reduced for effective service delivery	100% Operational patrol cars	All allocated patrol cars properly managed and maintained 100% complete	The vehicles were maintained until 30 March 2009. Due to the sharp rising costs of repairs, wear and tear, the allocated budget has been exceeded.

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: ROAD TRAFFIC LAW ENFORCEMENT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.1.2. To ensure smart Policing and Management	7.1.2.1. Distil and disseminate learnings from pilot projects.	Duplicate best practice enforcement models to other areas.	Engage in the expansion of best practice models to at least five of the nine provinces per quarter.	Successfully implemented the following joint projects with the provinces : - Project Blue Light - Kanie Dood Project - Monthly themes blitzes - Moria Road Project Special Task Teams established in eight (8) provinces. This assisted in distilling and dissemination of learnings on best practice enforcement models to all provinces. 95% complete	Mpumalanga is the only province that has not deployed the Special Patrol Unit as planned. Assistance is provided to ensure compliance
	7.1.2.2. Streamline with Dept. of Justice the applicable protocols for new equipment.	Obtain the Department of Justice's approval for the use of latest, high tech equipment plus updates on legislation.	Participate in the Technical Committee on Standards and Procedures and regularly inform officers on legislative amendments.	Sent a submission to the office of the DG of Justice on challenges in respect of enforcement standards, equipments and traffic fines. Requested DoT to hand over the management of Technical Committee on Standards and Procedure (TCSP), 10% complete	Agreement in principle reached for RTMC to take over the functions of TCSP. This will facilitate proper execution of the output.

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: ROAD TRAFFIC LAW ENFORCEMENT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.1.3. To manage the development and implementation of the National Road Traffic Law Enforcement Code (NRTLEC)	To manage the development and implementation of Road Traffic Law Enforcement Code				
	7.1.3.1. Develop Law Enforcement Code through participative process.	Uniform Execution of Road Traffic Law Enforcement country wide Involvement of Authorities in finalizing and implementation of Code.	NRTLEC adopted and published as a regulation under the Act.	The development of the Enforcement Code is 85% complete. Consultation with the Commissioner of Police and ITMPO complete. Six national workshops conducted and forth draft of the Enforcement Code has been developed.	Final round of workshops to be conducted in the remaining provinces. Letter to National Commissioner has been sent to inform him of the process towards legislating the NRTLEC. Consultation with Labour Unions will be followed by submission to the Shareholders Committee.
FUNCTIONAL AREA: TRAINING OF TRAFFIC PERSONNEL					
7.2.1. Registration of revised Traffic Officer Qualification	7.2.1.1. Revised uniformed standard of training at all Traffic Training Centres to ensure qualified professional Traffic Officials.	Revised registered qualification on NQF level 4 for Traffic Officers, i.e. FETC: Traffic Law Enforcement.	A Registered qualification Elective Unit Standards for Examiners for Driving Licenses and Examiners of Vehicles. Submission of additional elective Unit Standards for public comment through SAQA. Registration of additional elective Unit standards.	Qualification for Basic Traffic Officer Training registered on NQF level 4 on the 20 August 2008. ID 62289. This includes an elective unit standard for Examiners for Driving Licenses. 100% complete A further Education and Training Certificate (FETC): Road Traffic Law Enforcement was registered. 100% complete	None. SAQA to publish this Unit Standard in the Government Gazette for public comment.

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: TRAINING OF TRAFFIC PERSONNEL					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.2.1. Registration of revised Traffic Officer Qualification (CONTINUED)	7.2.1.2. Revised registered qualification for Traffic Officers Add elective Unit Standards for Examiners for Driving Licenses and Examiners of Vehicles to the registered qualification.	Standardised training of traffic personnel.	Alignment of learning material to new Unit Standards. Development of new learning material.	A draft unit standard on Examiners of Vehicles developed and submitted to the Standard Generating Body (SGB) at SAQA for comment. 90% complete. Learning material on "Cross Border Road Transport" developed and finalised. 100% complete Alignment of learning material to new Unit Standards commenced after registration of qualification. Conducted workshops with the subject matter experts with the view to align the learning material (50% complete) Commenced with the alignment of the learning material in regard to all disciplines, to registered Unit Standards. Workshops with the Subject Matter Experts conducted with the view to align the learning material. (50% completed).	Alignment of training material to be completed in June 2009. Alignment of training material to be completed in June 2009.

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: TRAINING OF TRAFFIC PERSONNEL					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.2.1. Registration of revised Traffic Officer Qualification (CONTINUED)				A draft unit standard on Examiners of Vehicles developed and submitted to the Standard Generating Body (SGB) for comment. (90% complete).	
7.2.2. Evaluation of Traffic Training Centres	7.2.2.1. Effective and uniform training standards, facilities and equipment at all training colleges.	Uniform training standards.	Reports and recommendation to CEO. Reports and recommendation on re-evaluation. Annual 2009 evaluation report of colleges.	Evaluation of all 12 Colleges/ Academics was conducted. Re-evaluation was conducted at the following Colleges: Durban Metro Police Dept Academy, Ekurhuleni Metro Police Dept Academy, Johannesburg Metro Police Dept Academy, Tshwane Metro Dept Academy, Lengau Traffic Training College and Manguang Traffic Training Colleges. Letters were sent to all applicable Heads of Department to grant provisional approval status until June 2009 for colleges to prepare for re-accreditation for LGSETA and prepare for 2009 evaluation. 100% complete.	None.

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: TRAINING OF TRAFFIC PERSONNEL					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.2.2. Evaluation of Traffic Training Centres (CONTINUED)				<p>Draft Internal governance Quality Management System compiled and work-shopped with the Heads of the Colleges to ensure a uniform standard at All the Traffic Training Colleges and Academics. 100% complete.</p> <p>A MoU has been signed by the CEO of LGSETA on the training of Traffic Officers, the process will be finalised in 2009/10. 50% complete.</p>	

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: TRAINING OF TRAFFIC PERSONNEL					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.2.3. Develop a National Training Framework	7.2.3.1. A National Training Framework	National Training Intervention Plan.	Compile a "skeleton" for the National Training Framework and circulated to traffic colleges for input.	<p>Skeleton compiled earlier in 2008, further work in progress.</p> <p>Meeting held between RTMC and Road Safety Expert from the University of Cape Town to discuss the Training Framework. The recommendations out of this session led to the compilation of a draft outline and proposed way forward for the commission of a concept paper and the concurrent development of the relevant identified policies.</p> <p>A draft project proposal completed</p> <p>15% complete.</p>	<p>This project was delayed in view of 2015 Road Safety Management Strategy Workshop to ensure that the Training Framework addresses the training needs of all role-players in Road Traffic Management Fraternity.</p> <p>This project will be finished by end of October 2009 and it planned for the 2009/10 business plan</p>

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: TRAINING OF TRAFFIC PERSONNEL					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
<p>7.2.4. Training on the Administrative Adjudication of Road Traffic Offences Act</p>	<p>7.2.4.1. Fully trained and competent officers; as well as other role players (public prosecutors, court officials, representation officers, data capturers, etc) to be conversant with all AARTO legislation, systems and procedures.</p>	<p>Relevant role-players trained on AARTO.</p>	<p>Training material. Training of officials from all stakeholders for pilot project.</p>	<p>The AARTO Unit Standard registered by SAQA as part of the qualification on 20 August 2008: Unit Standard ID: 256517. 03 RTMC Officials trained on AARTO Unit Standard.</p> <p>94 trainers, 6 Justice Officials and 19 SAPS trainers were trained on the AARTO Train the Trainer programme.</p> <p>Total Trainers trained on AARTO during the Train-the-Trainer project: Gauteng 283, Limpopo 251 and North West 156.</p> <p>Z Cards and posters signed off for implementation and use during training.</p> <p>AARTO training manual draft complete.</p> <p>Draft AARTO Training DVD submitted for comments.</p>	<p>Approved roll out training plan beyond the pilot sites undertaken as from January 2009 in terms of AARTO Train the Trainer project.</p> <p>AARTO DVD comments to be processed.</p> <p>All Colleges will facilitate training over three days with the exception of the four (4) colleges in Gauteng.</p>

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: TRAINING OF TRAFFIC PERSONNEL					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.2.4. Training on the Administrative Adjudication of Road Traffic Offences Act (CONTINUED)				1312 Tshwane Metro Police and Gauteng Department of Community Safety Officers involved in the pilot have been trained. 1666 Johannesburg Metro Police were trained by trainers trained on AARTO Train-the-Trainer project. Overall 90% complete	
7.2.5. Development and Updating of Learning Material	7.2.5.1 Final and Supplementary Examination of Traffic Officers.	Increased number of qualified and authorized Traffic Officers.	Examination papers.	11 Examination Panel meeting were held to align the learning material to the Unit Standards. Draft versions have been circulated to Colleges for comments. Examination papers were compiled and distributed to 12 Colleges and 1687 Traffic Officers wrote final exam. Three material alignment workshops held to ensure that the completed material is current and relevant.	Training for the Basic Training Officer's course still needs to be monitored until all Colleges are finished with their training programmes and ready for the final examinations in June 2009. The course started in Jan 2009 and will end in June 2009.

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: TRAINING OF TRAFFIC PERSONNEL					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.2.5. Development and Updating of Learning Material (CONTINUED)				<p>Other training and outcome: A total of 2 832 Traffic Officers were trained in 12 Traffic Colleges.</p> <p>45 Examiners of Vehicles were trained.</p> <p>438 Examiners for Driving Licences were also trained at seven Traffic Colleges.</p> <p>100% Complete</p> <p>Monitored the final examination at 10 Colleges.</p> <p>Moderated final examination papers for nine (9) Colleges</p> <p>Compiled and distributed special exam on Loads on Vehicles to KZN.</p> <p>Compiled and distributed special examinations on NRTA and Legal Subjects for Boekenhoutkloof Traffic College.</p> <p>100% complete.</p>	

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: TRAINING OF TRAFFIC PERSONNEL					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.2.5. Development and Updating of Learning Material (CONTINUED)				Monitored training at all the twelve (12) Traffic Training Colleges in terms of the status quo document which outlines and confirms training of the Basic Traffic Officers curriculum. 100% completed.	
	7.2.5.2 Final and Supplementary Examination For Examiners of Vehicles (EoV) and Examiners for Driving Licences (EDL).	Increased number of qualified and authorized EDL's and EoVs.	Final and Supplementary exams for four EDL courses and five EoV courses. Distribution, Evaluation, monitoring and moderation of examination.	Final and supplementary examination material have been compiled for the five examination subjects and were written in November 2008 . Compiled and distributed Examiner for Driving license final and supplementary Examination material for seven Traffic Training Colleges. Compiled and distributed Examiner of Vehicle final examination material to two (2) Traffic Colleges. 100% complete.	eNatis training for Examiners needs to be enhanced - a proposal was made to the CIO in this regard.

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: TRAINING OF TRAFFIC PERSONNEL					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.2.6. Refresher Training	7.2.6.1. Identify number of officers with shortcomings in regard to refresher training and conduct training.	Enhanced and updated skills and knowledge of Traffic Officers. Ensuring uniform and standardized training and qualified officers.	Needs analysis and first training programme.	<p>Need Analysis Questionnaire was developed and used for a pilot project to assess needs for Refresher Training of Traffic Personnel.</p> <p>Amended learning material and workbooks compiled for the training of Field Training Officers (FTOs) during the pilot project held in the Eastern Cape (EC) and Northern Cape (NC).</p> <p>Training on completion of dockets, statement writing and driving under the influence provided to twenty (20) Learners in the Eastern Cape and eight (8) in the Northern Cape.</p> <p>The Northern Cape (NC) conducted refresher training in three regions during the 4th quarter.</p> <p>30% complete.</p>	<p>Facilitation of Refresher training not finalised, it will be provided to outstanding Field Training Officers (FTOs).</p> <p>Refresher training programme will be made mandatory through the devised policy within the training framework.</p>

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: TRAINING OF TRAFFIC PERSONNEL					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.2.7. Develop a Learner Database	7.2.7.1. An updated Learner Database.	Information Management of Training of Traffic Personnel.	A functional database.	A Learner Database captured and updated manually. 30% complete.	
7.2.8. Develop Soft Skills for Traffic Personnel in preparation for 2010	7.2.8.1. Traffic Officers equipped with soft skills.	Development of Traffic Officers.	% or No. of trained Officers.	An MoU has been initiated with LGSETA defining a working relation between RTMC and SETA on training of Traffic Officials and Funding. Soft skills training is integrated into the learning material of the Basic Traffic Officer's course under the Unit Standard "Conduct One Self in a Professional Manner". All 2 832 Traffic Officers who were trained at the 12 colleges during the period received such training. 20% complete	Soft skill training only provided to the Traffic Officers who have undergone the Basic Traffic Officer's course. To persuade Training Colleges to train Officers on the field using this part of the material.

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: COMMUNICATION AND EDUCATION					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.3.1. Develop Road Traffic Safety Education Policies and programmes in liaison with all role players	7.3.1.1. Develop and implement policies in liaison with Dept of Education e.g. Multi Media.	Approved Policies.	Policies developed and implemented.	Policies in place, reviewed guidelines for Scholar Patrol, Multimedia, DOTY and Debates completed to ensure uniform implementation of projects. 100% complete.	None.
	7.3.2. Scholar Patrol - Insurance (08/2008) - Equipment (01/2009) - Database (03/2009)	7.3.2.1. Manage insurance process.	Insurance arrangements.	Road traffic safety programmes, equipment and material.	Insurance policy has been approved and Scholar Patrol learners are covered. 35387 learners and 4607 supervisors insured. 100% complete.
	7.3.2.2. Ensure provision of appropriate uniforms and equipment to learners.	Uniforms and equipment available.	100% compliant uniforms.	Some equipment and uniform delivered to provinces and Bakwena Toll Concessionaires 90% complete. Scholar Patrol manual amended after consultation with provinces. Data base of learners and supervisors compiled.	The service provider has not delivered all required equipment and uniform, and thus has not been paid.

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: COMMUNICATION AND EDUCATION					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.3.3. Education of HMV & Taxi drivers -National DOTY (10/2008) - International DOTY (10/2008)	7.3.3.1. Manage Driver of the Year competition (HMV and Taxis)	Wide participation in project	100% Successful competition	<p>National DOTY which includes the HMV Competition successfully held on 11 -15 October 2008 in Port Elizabeth</p> <p>National Team participated in International championship in Torino Italy, in October 2008</p> <p>Brand house Number 1 Taxi project implementation completed -Eight provinces held provincial eliminations to select national finalists. Finals and prize awarding ceremonies held in Tshwane and Polokwane respectively</p> <p>2000 professional drivers and 2500 Taxi drivers participated</p> <p>New format of competition agreed at RTEC incorporating "Best of the Best". Project to be renamed: RTMC/ Brandhouse No.1 taxi project.</p>	None

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: COMMUNICATION AND EDUCATION					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.3.3. Education of HMV & Taxi drivers -National DOTY (10/2008) - International DOTY (10/2008) - Project Drinking and Driving				Partnered Brabdhhouse in media campaign (SABC African Language Service Stations) to encourage participation in 2009 competition (Call to action). 100% complete.	
	7.3.3.2. Project Drinking and Driving.	Improved Road Traffic Safety Awareness.	Programme successfully implemented.	Participated in project Drinking and Driving at Johannesburg. 100% complete.	None.
7.3.4. To enhance road traffic safety awareness amongst road users especially Pedestrians (pedestrian Management plan and youth convention)	7.3.4.1. Develop and implement communication programmes for various categories of Road Users including pedestrians, public transport commuters.	Improved Road Traffic Safety Awareness amongst road users.	Programmes successfully implemented.	Youth Convention held in June 2008. 260 youth participated . Resolutions gathered from convention incorporated in the 2015 Road Safety Strategy and projects are being implemented on an ongoing basis in line with inputs. 100% complete.	None.
	7.3.4.2. World Remembrance Day.	Improved Road Traffic Safety Awareness amongst road users.	No. of events successfully held.	Participated in World Remembrance Day for victims of road traffic accidents in Soweto. 100% complete.	None.

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: COMMUNICATION AND EDUCATION					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.3.5. Road Safety Debates	7.3.5.1. Manage and conduct road traffic safety competitions (Debates) and make prizes available.	Wide participation in projects.	Competitions successfully hosted.	Road Safety debates held successfully in 12 September 2008 with 8 provinces participating 1700 learners participated in the competition. 100% complete.	Northern Cape did not participate in the debates a process of engaging them for participation in 2009/10 started.
7.3.6. To secure private sector funding through sponsorships	7.3.6.1. Promote investment and sponsorship opportunities to Private sector.	Additional funds for improved programmes.	Additional funds secured.	Secured sponsorship for two projects (Debates and DOTY) 100% complete	None.
7.3.7. School Road Safety Education Programme (Learner support material)	7.3.7.1 Manage production of material for Multi media.	Schools fully equipped for programme.	Availability of all material and equipment required at schools.	Procurement of learner support material suspended. Planning for auditing of the programme's effectiveness since its inception is complete. Project to be completed in 2009/10. Co-partnered with SANRAL in Botlokwa schools campaign - Multi Media project.	Procurement of learner support material suspended. RTMC will conduct a feasibility study to determine the effectiveness of the programme for a proper redesign and implementation.

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: COMMUNICATION AND EDUCATION					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.3.7. School Road Safety Education Programme (Learner support material) (CONTINUED)				SANRAL sponsored Learner and Teacher support for implementation of Multi Media project in following areas -: UGU District Municipality at KZN; R61 between Mthata and Lusikisiki in the Eastern Cape; R300 in the Western Cape; Kwa-Msane at KZN and R22 at KZN. 0% complete.	
	7.3.7.2. Conduct Road Safety workshops with provinces and meetings with stakeholders.	Well managed and organized programme.	Success of programmes.	Debates and Training workshops conducted in six provinces and Meetings held with provinces and other stakeholders: GRSP, BPSA, and Brand House, SANRAL, SANTACO and RAF to coordinate national events. 100% Complete.	None.

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: COMMUNICATION AND EDUCATION					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.3.8. To manage and oversee Community Road Traffic Safety Programmes (awareness days)	7.3.8.1. Develop Programmes in participative manner.	Increased involvement of communities with Road Traffic Safety.	Community Programmes successfully implemented.	<p>Road Safety Soccer Tournament with the involvement of the community held successfully in November 2008</p> <p>Conducted extensive media relations campaign on radio, television and print media</p> <p>Torch of Peace handed to the Minister of Education in Sasolburg and released Festive Season fatal crash report released in Zamdela, Sasolburg.</p> <p>Easter road safety campaign launched in Witbank, Mpumalanga.</p> <p>Easter plan drafted with support from metros, provinces, RAF, SANRAL and SA Weather Services</p> <p>Finalise policies that would give direction on the types of programmes to be organised.</p> <p>100% Complete.</p>	None.

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: COMMUNICATION AND EDUCATION					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.3.8. To manage and oversee Community Road Traffic Safety Programmes (awareness days) (CONTINUED)	7.3.8.2. Oversee Community Road Traffic Safety Structures and Initiatives			Overseeing of community road safety structures and initiatives 0% complete	Overseeing of community road traffic safety structures not done. Only KZN has functional community structures and the RTMC has to support other provinces to establish and resuscitate such structures where non functional
7.3.9. Electronic & Print Media Publicity -Media relations: Peak Periods, Public and School Holidays	7.3.9.1. Develop effective Road Traffic Safety Communication Plan in Co-operation with all Role Players	Enhanced Road Traffic Safety Awareness in SA	Road Traffic Safety Communication Plans successfully implemented	Consulted with the nine provinces at RTEC to obtain buy-in on the draft communication plan aligned to themes of the Rolling Enforcement Plan. The Road Traffic Safety Communication Plan is complete 100% complete.	None
	7.3.9.2. Implement the multi-media, multi-message communication and media plan – through electronic and print media	Enhanced Road Traffic Safety Awareness in SA	Nature and number of media	Conduct extensive media relations campaign on radio, television and print media TV appearance on SABC 2- Draw the line “Road Rage” and SABC 1 Shift-road safety	None

Performance Information

BRANCH: TRAFFIC LAW ENFORCEMENT AND EDUCATION					
FUNCTIONAL AREA: COMMUNICATION AND EDUCATION					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
<p>7.3.9. Electronic & Print Media Publicity</p> <p>-Media relations:</p> <p>Peak Periods, Public and School Holidays (CONTINUED)</p>				<p>Communication plan aligned to themes of the Rolling Enforcement Plan and Media Relations Plan included in Easter Plan</p> <p>100% complete</p>	
	<p>7.3.9.3. Publicity material e.g. posters etc.</p>	<p>Enhanced Road Traffic Safety Awareness in SA</p>	<p>Nature and number of publicity material distributed</p>	<p>Produced and distributed:</p> <ul style="list-style-type: none"> - 10 000 retro-reflective sashes - 5000 Squeeze bottles - 2 000 draw string bags - 30 000 Licence disk holders - 2000 Livestock retro-reflective material for Easter period. - 3000 Fridge Magnets - 5000X4 themes Z fold leaflets <p>Partnered with Transnet Freight Rail to promote safe crossing around train level crossings through production and distribution of pamphlets (14 500 pamphlets distributed)</p> <p>100% complete.</p>	<p>None</p>

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: ROAD TRAFFIC INFORMATION					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.4.1. To collect and analyse road traffic and crash data and prepare and distribute statistical reports to stakeholders and other users	7.4.1.1. Monthly, quarterly, special annual reports on road traffic and crash information	Improved availability of detailed road traffic and crash information for role players and stakeholders for planning and programming of road traffic interventions and law enforcement purposes.	Published and distributed monthly and annual reports.	All crash data received was prepared into monthly, quarterly and special annual reports, published and distributed to all stakeholders. All statistical requests were attended to. 100% complete	None
7.4.2. To collect and analyse road traffic management performance data and information received from the various partnership authorities in terms of this business plan	7.4.2.1. Monthly road traffic performance and achievement reports in terms of the key performance indicators for the various functional areas as identified in this consolidated business plan (Collection and analysis of road traffic management performance data and information received from the various partnership authorities)	Improved availability of detailed road traffic management performance reports for monitoring achievements in terms of set targets for the various functional areas.	Monthly road traffic management performance reports prepared, published and distributed to role-players and stakeholders within the set time frames.	All traffic performance data were captured onto the system as soon as received. Monthly road traffic performance reports are produced. Reports were issued to stakeholders as requested 100% complete	None

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: ROAD TRAFFIC INFORMATION					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
<p>7.4.3. To establish an online Traffic Flow Information System</p>	<p>7.4.3.1. Real-time and hourly, daily, weekly, monthly and annual information at various locations on the road network on traffic volumes, traffic composition and speed profiles of various vehicle types</p>	<p>Detailed traffic flow information on the road network</p>	<p>Speed information agreement with SANRAL to provide RTMC with the online Monicar software and programme for traffic volumes and speeds at traffic monitoring stations on the national road network countrywide.</p>	<p>Monicar updated hourly during festive seasons and was used in December 2008 and 2009 Easter Weekend to provide information of traffic volumes to stakeholders</p> <p>Traffic volumes are used to analyse the traffic versus the crashes on our roads over a certain period. Live data was also provided to the media to update the public on the traffic volumes on specific roads</p> <p>100% complete</p> <p>Since Monicar is a system under SANRAL, RTMC is in negotiations with SANRAL to enable RTMC to obtain Monicar license rights in order to access reports on traffic volumes and statistics directly from the system</p>	<p>None</p>

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: ROAD TRAFFIC INFORMATION					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.4.4. To develop a comprehensive on line Accident Information System	7.4.4.1. A comprehensive Accident Information System with real time crash data	A fully functional and comprehensive RTMC Accident Information Hub that provide real time information to stakeholders.	Functional, comprehensive on line Accident Information System in KZN and Gauteng.	System development is 90% done and interface with eNaTis is completed The system was to be piloted during the fourth quarter of 2008/9 financial year.	Consultations are underway with KZN and National SAPS to have the pilot rolled out from the first quarter to the end of the second quarter of the 2009/10 financial year.
FUNCTIONAL AREA: CRASH INVESTIGATION AND RECORDING					
7.5.1. To gather information on fatal accidents	7.5.1.1. Consolidated information on fatal accidents	To enable road traffic management planning in SA.	A report on fatal accidents.	Consolidated report finalised and tabled at the Safety Committee Meetings during the period under review. Total reported cases: 6282 (62.7%) Total unreported: 3742 (37.3%).	Discussions have taken place with SAPS where they committed to writing a memo to all police stations instructing them to submit the Quick Response Form as soon as a fatal accident occurs. Speedy rollout of the real time accident reporting system immediately after the pilot will also resolve problem

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: CRASH INVESTIGATION AND RECORDING					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.5.2. Operate the National Traffic Call Centre	7.5.2.1. Report on traffic Offences reported at the National Traffic Call Centre	Participative road traffic management	100% Report on all reported traffic offences	100% of all inquiries and reports dealt with and necessary action taken 100% complete	None
	7.5.2.2. Feasibility study on operations of the Call Centre			Feasibility study 100% complete	Implementation of an in-house call centre in line with feasibility study recommendations planned for 2009/10
7.5.3. Operate the National Accident Register (NAR) and supply SAPS and traffic authorities with accident forms	7.5.3.1. Effective and operational National Accident Register	Real time accident register for access to stakeholders	Accident Forms captured within four (04) weeks of receipt on register	106924 Accident Report Forms Captured by RTMC (Including forms captured by Provinces the total is 371440) Approval has been granted to capture backlog for the Eastern Cape from 2005. Capturing will be done on the new accident recording system. Centralise capturing in Free State. Liaising with SAPS and capturing authorities on an ongoing basis to send Accident Report Forms to capturing authorities and to transfer data to Corporation 90% complete	Other provinces have backlog on capturing accident reports. This can be attributed to capacity constraints

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: CRASH INVESTIGATION AND RECORDING					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.5.3. Operate the National Accident Register (NAR) and supply SAPS and traffic authorities with accident forms (CONTINUED)	7.5.3.2. Develop and supply Accident Report Form to all SAPS and traffic Authorities	Effective recording of accidents.	No. of forms developed and supplied.	800 000 Accident Report Forms have been procured and distributed to provinces and police stations. 100% complete	None
7.5.4. Cellular Phone Project	7.5.4.1. Proper location of reported accident scene through Cellular Phone Project	Efficient management of accidents	Pilot project implemented in Western Cape and North West Provinces	Pilot project implemented in Cape Town. The project has been put on hold pending alignment with other incident management projects. 50% complete	Once the other incident management projects have been piloted, the project will be revisited.
7.5.5. Special Investigations and Reconstruction of Major Fatal Accidents	7.5.5.1. Reports with recommendations on all investigated major fatal accidents	Accurate, comprehensive and detailed reports on certain fatal road traffic crashes, containing all possible contributory causes to such crashes and recommendations on remedial measures to curb the occurrence of similar crashes	33% of major accidents investigated Reports of all investigated fatal crashes	92 major accidents reported and 53% of them investigated. 43 summary reports with recommendations were finalised and sent to affected stakeholders Database on recommendations developed and populated Meetings were held with contractors. Vehicles involved: 108 Truck 32 Bus 11	Capacity constraints limit the investigation of all major accidents Follow up on the implementation of recommendations out of an investigated accident to be done by provinces

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: CRASH INVESTIGATION AND RECORDING					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.5.5. Special Investigations and Reconstruction of Major Fatal Accidents (CONTINUED)				Minibus 25 Sedan 23 LDV 17 Contribution Factors: Human: High speed 20% Unsafe, illegal overtaking 13.3% Fatigue 12.4% Turning from wrong lane 5.7% Drive in wrong lane 2.9% Illegal/unsafe stopping 1% Vehicle: Unroadworthy vehicle 14.3% Overloaded vehicle 9.5% Tyre burst 5.7% Ignored traffic sign 1% Road: Poor/inadequate road signs 7.6% Sharp bend 1% 100% complete	

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: CRASH INVESTIGATION AND RECORDING					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.5.6. To organise and host an annual accident investigation and reconstruction conference.	7.5.6.1. A well organised and attended international accident investigation and reconstruction conference 2008.	Information and best practice sharing on accident investigations and reconstruction.	A successful well attended conference	<p>A very successful Conference with 250 delegates (including international delegates) was hosted 27 to 30 October 2008 in Cape Town.</p> <p>Demonstration of a crash and an incident management simulation were staged to train delegates on the correct procedures and the use of new technologies in reconstruction.</p> <p>100% complete</p>	None
7.5.7 Implement Brake watch project in partnership with FleetWatch	7.5.7.1 Focused Law enforcement on trucks	Reduction of truck accidents on SA roads	<p>% reduction of truck accidents</p> <p>% or No. Elimination of road unworthy trucks on the roads</p>	<p>DVDs put in FleetWatch Magazine. The research on working hours and conditions of truck driver was conducted by RTMC</p> <p>The final phase of this project held 21 to 22 October 2008 in Cape Town just before the Annual Accident Investigation and Reconstruction Conference project</p>	None

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: CRASH INVESTIGATION AND RECORDING					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.5.7. Implement Brake watch project in partnership with FleetWatch (CONTINUED)				Free State Project 80 Officials trained in analysing tyres and brakes. Vehicles tested, vehicles discontinued Cape Town Project 108 Officials were trained in analyzing tyres and brakes. 25 Trucks tested 25 trucks discontinued, 100 officials trained in basic forensic accident investigation 100% implementation.	
7.5.8. To capacitate traffic officers and SAPS on accident investigation and Incident management	7.5.8.1. No. of Traffic Officers and SAPS trained	Improved management of accident scenes	No. of Officers trained	Investigations on new technology in use by law enforcement internationally. Finalised the questions and answers as well as work plan for the training programme Development of training material (Manual) is at its final stages and will be submitted to SAPS for registration during the first and second quarters of the 2009/10 financial year 20% complete	Training not implemented Current training programme will be aligned to RPL against the formal qualification Liaise with SANRAL for the development of material for IMS for the accredited course

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: CRASH INVESTIGATION AND RECORDING					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.5.9. Incident Management	7.5.9.1. Incident management Manual, Standardised procedure to manage accident scenes	Improved management of accident scenes	A standard guideline (manual) on incident management	Planning was completed but guidelines were not developed 15% complete	Develop a National Framework with guidelines to standardise all Incident Management Services in the country. This project will be implemented during the 2009/10 financial year.
FUNCTIONAL AREA: INFRASTRUCTURE SAFETY AUDITS AND TRAFFIC ENGINEERING					
7.6.1. To expand the route numbering system to the current unnumbered rural road network	7.6.1.1. All rural unnumbered roads numbered	Efficient route network referencing system	All unnumbered rural routes numbered	100% planning complete, project implemented will run into the second quarter of the 2009/10 financial year to ensure all routes in the country are covered 5% complete	Project not implemented due to delays in finalisation of planning Project implementation will run into the 2009/10 financial year to ensure routes in the country are covered, so that when the real time reporting system is rolled out, all routes in the country are numbered
7.6.2. To undertake infrastructure safety audits promote training on the undertaking of infrastructure safety audits	7.6.2.1. Training material on road safety audits 7.6.2.2. Conducting of Infrastructure Safety Audits in selected hazardous areas	Efficient Infrastructure safety audits	No. of sessions and persons registered as road infrastructure auditors.	Development of drafts training framework (curriculum) and review of infrastructure safety audits tools in progress 30% complete	Infrastructure Safety Audits and training not done The development of the Corporation's Strategic Plan changed focus. The project will be completed in 2009/10

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: RESEARCH AND DEVELOPMENT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
<p>7.7.1. To develop, implement and monitor Project e-Force as a pilot project in selected areas</p>	<p>7.7.1.1. To provide Traffic Officers with wireless handheld computers to enable real-time access to the various registers on eNaTIS from the roadside and to record and transfer infringement notices in terms of the National Road Traffic Act to the National Contravention Register</p>	<p>Improved and more efficient and effective road traffic law enforcement through the use of technology during enforcement operations.</p>	<p>Complete software development and testing</p> <p>Purchasing of equipment and agreements with service providers</p> <p>Launch pilot in Tshwane</p> <p>Launch pilot in JHB metro</p> <p>Project evaluation report</p>	<p>National Contravention Register being tested through AARTO pilot</p> <p>Turnkey solution model investigated through the Office of the CIO</p> <p>Planning to be completed during the first quarter of the 2009/10 financial year.</p> <p>The project will start during the second quarter of 2009/10 financial year</p> <p>5% complete</p>	<p>Handheld computers not purchased</p> <p>Turnkey solution model to be used to purchase equipment</p> <p>The project to be implemented in 2009/10 financial year</p>
<p>7.7.2. To undertake independent annual Road Traffic Offence Surveys on a Provincial basis to determine the level of lawlessness amongst road users</p>	<p>7.7.2.1. A report on the level of lawlessness amongst road users with regard to selected critical road traffic offences that mostly contribute to the occurrence of road crashes</p>	<p>Detailed information on the outcomes and impact of road safety projects and programmes on the level of lawlessness; as well as to provide information for the preparation of future strategic plans and programmes</p>	<p>Annual traffic offence report printed and distributed within 1 month after the end of each year</p>	<p>Annual traffic Offence report distribution commenced</p> <p>100% complete</p>	<p>None</p>

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: RESEARCH AND DEVELOPMENT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.7.3. Undertake research into the effectiveness of Incident Management	7.7.3.1. A comprehensive data base on all the available emergency services around the country in support of an effective and efficient incident management system of the road network.	A comprehensive data base containing all the relevant information (type of service, available resources, hours of operation, area of service, etc) order to revise the Incident Management Manual and will provide input for the preparation of detailed and effective 24-hour, 7 days per week incident management plans on the road network.	Finalise bid specifications Call for bids Award contract Submission of final report and database.	Planning -100% complete. The project will commence during the first quarter of the 2009/10 Financial Year.	The comprehensive database on all available emergency services in the country has not been completed. Project planning delayed the actual initiation of the project In order to ensure that this project achieves its intended objectives of improving both availability and turnaround time of emergency services, implementation thereof will be completed at the end of the 3rd quarter of the 2009/10 Financial Year.
7.7.4. To investigate the viability of Electronic Vehicle Identification (EVI) systems	7.7.4.1. A research report on an effective and functional EVI tag embedded in vehicle license discs for the real-time identification and tracking of the location of all motor vehicles on the road network	The application of EVI tags for a variety of applications in the field of road traffic and transport, including electronic tolling and automated speed enforcement in terms of time over distance measurements.	Research report on EVI	Internal consultation underway to widen the scope of this project to include the Intelligent Number Plate project. Research ongoing, project to be implemented in 2009/10.	EVI Project to be Aligned with Gauteng iNP project and SANRAL Tolling project. The project will be implemented in 2009/10 .

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: RESEARCH AND DEVELOPMENT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.7.5. Introduce Speed Calming Measures on identified high crash risk roads on a pilot basis in Gauteng	7.7.5.1. The installation and operation of flashers and a rotating speed camera on selected routes with a high occurrence of road crashes where speed is a factor.	Reduced speeds and the occurrence of road crashes on hazardous sections of freeways.	Installed and operational flashers and rotating speed cameras.	No progress has been made on this project. There is a need to identify high crash risk roads in consultation with the province. 0% complete	No speed calming measure implemented To start consultations with Gauteng Province. The project will be budgeted for 2009/10 financial year.
7.7.6. To undertake independent Traffic Offence Survey in the Tshwane Metropolitan as a baseline for the AARTO pilot	7.7.6.1 A report on the level of lawlessness amongst road users in Tshwane with regard to selected critical road traffic offences that mostly contribute to the occurrence of road crashes.	Traffic offence survey and report finalised and ready for distribution to stakeholders and role-players within the set time frames	Traffic offence report printed and distributed within 1 month after completion	Fieldwork is still in progress. A report on the level of lawlessness amongst road users in Tshwane is under development as fieldwork unfolds (23.1% of project complete)	The report has not been finalised, work is in progress In order for the project to complete its 12-month full cycle, it will be implemented until the end of 2009
FUNCTIONAL AREA: ADMINISTRATIVE ADJUDICATION OF ROAD TRAFFIC OFFENCES (AARTO)					
To operationalise the AARTO Act	Publish Regulations implemented. AARTO Act proclaimed	Efficient and effective Law enforcement	Published regulations and proclaimed Act	The AARTO Regulations 2008 were published in July 2008. The AARTO Act proclaimed for Johannesburg and Tshwane municipalities in July 2008 AARTO pilot implemented and operational in Tshwane in July 2008 and Johannesburg in November 2008.	None

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: ADMINISTRATIVE ADJUDICATION OF ROAD TRAFFIC OFFENCES (AARTO)					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
To operationalise the AARTO Act (CONTINUED)				<p>The risk mitigating plan was considered to address the impact of challenges and related systems failures</p> <p>Consultations held with the Judiciary in Tshwane and Johannesburg to continue addressing challenges faced</p> <p>100% complete</p>	
Management of representation officers (RO's)	<p>1. Adjudication of representations within 10 days of allocation</p> <p>2. Representations adjudicated on well established legal basis</p>	Effective management of the performance of representation officers	Legal and social acceptance of representations results	Representation officers appointed for Tshwane and being finalised for Johannesburg 50% complete	The appointment of Representation Officers for Johannesburg not complete because the AARTO pilot only started in February 2009
Execute the designated administrative functions of the AARTO	Required systems and infrastructure acquired in support of the AARTO	A fully operational AARTO unit. Full staff capacitation of the AARTO unit	<p>Operational systems including software, website and hardware (PCs, servers, furniture)</p> <p>Fully trained and competent staff appointed</p>	<p>Planning process 100% complete. Advertisements were placed for the appointment of additional staff. The assessment and short-listing process has been put on hold pending the finalisation of the benchmarking of the South African AARTO model with international best practice.</p>	None

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: ADMINISTRATIVE ADJUDICATION OF ROAD TRAFFIC OFFENCES (AARTO)					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
<p>Facilitate the finalisation and implementation of the National Contravention Register (NCR)</p>	<p>A functional National Contravention Register based on the AARTO Legislation</p> <p>Align the NCR to the business process analysis</p> <p>Develop interfaces of local traffic management systems with the NCR.</p>	<p>A fully operational NCR in support of the AARTO</p>	<p>Effective NCR being used by the municipalities and stakeholders</p> <p>System interfaces of the local contravention management systems developed with the NCR.</p> <p>Handwritten Infringement Notices being captured directly onto the NCR.</p> <p>Records of all traffic violations being captured and available on the NCR.</p>	<p>Phase 1 of the NCR has been developed and deployed. The specifications for the eNaTis interface with the Tshwane LCMS has been developed by the DOT</p> <p>Handwritten notices captured directly onto the eNaTiis from July 2008 for the municipality of Tshwane.</p> <p>Phase 1 containing basic functionality implemented</p> <p>A customised solution for Johannesburg temporarily implemented due to lacking eNaTiis functionality</p> <p>NCR functionality prioritised over all other eNaTis development</p> <p>Technical task team established and meets weekly for the prioritised development of NCR functionality</p> <p>70% complete</p>	<p>Inefficient and incomplete functionality of the NCR caused by the functionality of eNaTis hampers the successful implementation of the pilot and the board has been informed.</p>

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: ADMINISTRATIVE ADJUDICATION OF ROAD TRAFFIC OFFENCES (AARTO)					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
Management of sheriffs	<p>Service level agreements with sheriffs signed</p> <p>Effective execution of warrants</p>	Effective management of the service of warrants	Warrants being served within 10 days of issuance	<p>Sheriffs being engaged for their functions but SLA not yet signed</p> <p>Sheriffs will be appointed after the pilot impact assessment has been done</p> <p>60% complete</p>	Appointment of Sheriffs not completed, will be appointed after the pilot impact assessment has been done in 2009.
Management of the correspondence in terms of the Act	Effective service of infringement and other notices	Signed SLA with the SAPO	All Notices served by registered post within 10 days.	<p>Notices served in compliance with the Act in person and by registered post through the South African Post Office.</p> <p>Assessment being done on the accuracy of addresses and effectiveness of the service done by registered mail</p> <p>100% complete</p>	None

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: ADMINISTRATIVE ADJUDICATION OF ROAD TRAFFIC OFFENCES (AARTO)					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
Institutional Development of the Road Traffic Infringement Agency	<p>Appoint the Board of the RTIA</p> <p>Appoint the registrar and staff of the RTIA</p>	Full capacitation of the RTIA	<p>Appointed and trained staff</p> <p>Acquisition of capital assets, systems and support infrastructure</p>	<p>Board meeting held in October and discussed the comprehensive pilot report</p> <p>Interim Board is fully operational</p> <p>100% complete</p> <p>The Interim Registrar was appointed by the Board of RTIA to deal with the pilot implementation</p> <p>Register continues to lead the strategic implementation of the pilot</p> <p>100% complete</p>	
Monitoring and reporting on the pilot outcomes	Development of pilot performance assessment tool	Pilot Performance Measures identified	<p>Providing implementation support for pilot project performance report</p> <p>Performance report for national rollout</p>	<p>Impact assessment and report template developed. First comprehensive pilot report developed in October 2008</p> <p>A comprehensive report detailing the pilot implementation in Tshwane was submitted to the RTIA Board for deliberations.</p>	Impact assessment tool developed and implementation initiated but not complete. The Board is being informed and involved in critical engagements needed to address challenges that may affect the strategic objectives.

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: ADMINISTRATIVE ADJUDICATION OF ROAD TRAFFIC OFFENCES (AARTO)					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
Monitoring and reporting on the pilot outcomes (CONTINUED)				<p>Risk management plan developed for the Johannesburg rollout and included preparations for the provincial rollout for Gauteng as well as being an integral part of the national rollout</p> <p>80% complete</p>	
Marketing and promoting AARTO	Approved marketing tools and educational material	Effective communication of AARTO	Advertisements, educational material across multimedia platforms (radio, television and print)	<p>Marketing material distributed and AARTO communicated over all media platforms</p> <p>Educational material being continuously communicated in various media platforms. Television and radio adverts and interviews held. Information sessions and workshops held with various stakeholders and information disseminated through community radio stations and at various post offices, police stations, shopping malls and major toll plazas.</p> <p>100% complete</p>	None

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: ADMINISTRATIVE ADJUDICATION OF ROAD TRAFFIC OFFENCES (AARTO)					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
Development of training material	Develop training material and train stakeholders involved	Capacitated stakeholders	Training material and no. of stakeholders trained	<p>The AARTO training material has been developed, registered and accredited as a unit standard with the SAQA (South African Qualification Authority) in August 2008</p> <p>1312 Tshwane Metro Police and Gauteng Department of Community Safety officers involved in the pilot have been trained.</p> <p>1666 Johannesburg Metro Police officers trained for the pilot rollout</p> <p>100% complete</p>	None
Management of AARTO revenue (CONTINUED)	To facilitate the collection of AARTO revenue	AARTO revenue collected and managed efficiently in accordance with financial legislation	Signed contracts for the collection of revenue	<p>Contract signed with FNB for the collection of AARTO fines.</p> <p>Revenue collected through FNB, Post Office and Issuing Authority for the Tshwane pilot.</p> <p>However, not all payments are immediately uploaded electronically to the NCR. This has been prioritised in the eNaTis enhancement.</p>	Contracts for collection of revenue signed, the actual collection of revenue still to be improved

Performance Information

BRANCH: TRAFFIC, ENGINEERING, INFORMATION AND RESEARCH					
FUNCTIONAL AREA: ADMINISTRATIVE ADJUDICATION OF ROAD TRAFFIC OFFENCES (AARTO)					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
Management of AARTO revenue (CONTINUED)				Other payment mechanisms identified and negotiations embarked upon to facilitate the ease of payment by infringers. 80% complete	
BRANCH: CORPORATE SERVICES					
FUNCTIONAL AREA: HUMAN RESOURCES					
7.9.1. To manage the Human Resources Management Function.	7.9.1.1. Completed Recruitment and Selection processes.	Effectively managed HR function.	Appointments and placements after approval	49 employees appointed 12 of which are contract positions for the financial year. 28 posts advertised by the end of 4th quarter. 40 posts in total (follow-up interviews were held to fill certain posts).	More posts could have been filled but the Corporation experienced a space constraint
	7.9.1.2. Correctly captured transactions on PERSAL.	Effectively managed HR function.	Accurately captured PERSAL transactions.	100% transactions were captured on PERSAL for all RTMC staff with no problems	None
	7.9.1.3. Correctly implemented PMD System.	Effectively managed HR management function.	Compliance to the PMDS policy Signed performance agreements and completed quarterly assessment reports.	All employees' performance assessment moderation completed for 2007/8 financial year, and payment of performance bonus was approved. Communication was sent out to all employees as a reminder for the submission of 3rd and 4th quarter assessment reports.	None

Performance Information

BRANCH: CORPORATE SERVICES					
FUNCTIONAL AREA: HUMAN RESOURCES					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.9.1 To manage the Human Resources Management Function. (CONTINUED)				One-on-one assessment of senior executives conducted by the CEO. Calendar developed for the annual assessment.	
	7.9.1.4. Accurate management and implementation of Employment Equity Act	Effectively managed HR function.	Approved Employment Equity Plan	Draft EE plan submitted to EXCO and amendments effected to plan. Workforce profile model (electronic) developed to support the plan	
	7.9.1.5. Appropriately managed conditions of services	A conducive working environment	Effected leave transactions on PERSAL on weekly basis. Effected allowances as and when applications are approved. Effective termination of services.	HR continues with the off-site PERSAL up date Allowances for all approved applications effected. 100% of all transactions for transfer, resignations and death captured and effected.	None
	7.9.1.6. Acquire the PERSAL System.	Effectively managed HR function.	Operative on-site PERSAL system.	SITA submitted the signed SLA There was management decision that RTMC will be testing PASTEL as a new system for possible adoption by the Corporation.	None

Performance Information

BRANCH: CORPORATE SERVICES					
FUNCTIONAL AREA: HUMAN RESOURCES					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.9.1. To manage the Human Resources Management Function. (CONTINUED)	4.9.1.7. Complete the Staff Absorption process.	Effectively managed HR function.	Absorbed employees.	<p>Absorption process was completed within the time-frame and budget. 100% complete</p> <p>Final report was submitted in the 3rd quarter</p> <p>The final report reworked to include the skills audit and the findings of the report will be presented to the Board in the new financial year.</p>	On completion of the project it was decided to include the findings of the skills audit to augment the staff absorption process.
	4.9.1.8. Manage the employee reward and incentive processes.	Effectively managed HR function.	The Employee Reward & Incentive Management Scheme Project.	<p>Project completed.</p> <p>Draft report was submitted for approval</p> <p>The final findings of this report will be included in the staff absorption process and then be presented to the Board in the new financial year.</p>	On completion of the project it was decided to include the findings of the skills audit to augment the staff absorption process.

Performance Information

BRANCH: CORPORATE SERVICES					
FUNCTIONAL AREA: HUMAN RESOURCES					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.9.2. To operationalise the Talent Management Function	7.9.2.1. Establish the Talent Management Division.	Effectively managed HR function	Established and effective Talent Management division.	Manager: Talent Management, Deputy Manager: EHWP and Senior Talent Management Practitioner posts advertised and Manager: Talent Management appointed. A bursary committee established and all Senior Executive are appointed as committee members.	None
	7.9.2.2. Participate in the Policy Development and Review Project.	An effectively managed HR function	New and amended policies and pertinent documents.	47 policies and procedures are in their final draft for approval. Three(3) policies to be workshopped during the new financial year. Three (3) policies still to be submitted by the service provider during April 2009. Total number of policies and procedure: 53 95% complete	None

Performance Information

BRANCH: CORPORATE SERVICES					
FUNCTIONAL AREA: HUMAN RESOURCES					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.9.2. To operationalise the Talent Management Function (CONTINUED)	4.9.2.3. Introduce the Employee Health and Wellness(EHWP) Programme.	An effectively managed HR Function and safe working environment	Effective EHWP.	EHW service provider appointed. Preparations for the launch completed. Programme to be launched in the new financial year. 90% complete	EHW not implemented, to be implementation in 2009/10.
	4.9.2.4. Prepare for a professional Skills Audit process.	An effectively managed HR function	An approved Skills Audit programme	Skills audit service provider was appointed	100% skills audit not completed, to be finalised in 2009/10.
	4.9.2.5. Conduct training need analysis.	An effectively managed HR function	A need analysis database and training plan	Training needs analysis conducted in all Branches and the new plan in progress 100% complete	None
	4.9.2.6. Implement the training plan	An effective managed HR Function for improved staff performance	No. and nature of training provided.	Advanced Management Development Programme: Palama 17 First Aid: First Aid League 10 Finance for Non-Financial Managers 10 Public Relations Writing Course: PROVOX 1	None

Performance Information

BRANCH: CORPORATE SERVICES					
FUNCTIONAL AREA: HUMAN RESOURCES					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.9.2. To operationalise the Talent Management Function (CONTINUED)				Training on computer courses- MS Excel: Basic and Intermediate- 20, Excel Advanced-38, and MS Word: Basic and Intermediate-11 Presentation Skills: 15 Secretarial Course: 11 100% complete	
7.9.3. To operationalise the Employee Relations function	7.9.3.1. Establish the Employee Relations Division.	An effectively managed HR function	Effective Employee Relations Division	Manager: Employee Relations appointed and to commence duties in the new financial year.	None
	7.9.3.2. Maintain discipline.	An effectively managed HR function for a conducive working environment	Well-disciplined organisation	One (1) final written warning issued	None
	7.9.3.3. Manage employee-employer relations.	An effectively managed HR function for a conducive working environment.	Concluded agreements and resolutions..	Recognition agreement submitted to Labour Relations expert for comment and amendments effected. Finalised agreement submitted.	Recognition agreement not signed.

Performance Information

BRANCH: CORPORATE SERVICES					
FUNCTIONAL AREA: HUMAN RESOURCES					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.9.3. To operationalise the Employee Relations function (CONTINUED)	7.9.3.4. Prepare for the establishment of the Workplace Forum.	An effectively managed HR function for a conducive working environment	Recognised Workplace Forum (dependent on participation of Department of Labour and unions).	Dependent on the recognition agreement conclusion	Workplace Forum not established, it will be done after a recognition agreement has been concluded
	7.9.3.5. Grievance and complaints resolution.	An effectively managed HR function for a conducive working environment	Solved grievances and complaints.	No grievances received	None
	7.9.3.6. Dispute resolution.	An effectively managed HR function for a conducive working environment	Minimise CCMA appearances and referrals.	No CCMA cases.	None
7.9.4. To operationalise the Occupational Health and Safety function	7.9.4.1 Establish the OHS Division.	An effectively managed HR function for a safe working environment	Effective OHS function.	Deputy Manager: OHS appointed.	None
	7.9.4.2 Conduct the initial Legal Compliance Audit process.	An effectively managed HR function for a safe working environment	Legal Compliance Audit Certificate.	Pre-audit conducted by the National Department of Labour. Approval granted for the commencement of a legal compliance audit in the financial year.	None
	7.9.4.3 Staff injury of duty Incident and Accident Investigation.	An effectively managed HR function for a safe working environment	Incident and Accident Investigation Reports. % of investigations per annum.	Three injuries on duty incidents occurred and addressed accordingly. Approval to register with the Compensation Commissioner granted. Registration to be finalised in the new year	None

Performance Information

BRANCH: CORPORATE SERVICES						
FUNCTIONAL AREA: HUMAN RESOURCES						
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons	
7.9.4. To operationalise the Occupational Health and Safety function (CONTINUED)	7.9.4.4. Co-ordinate the OHS training	An effectively managed HR function for a safe working environment	Completed First Aid Training level 1.	<p>First Aid training conducted and first aid boxes acquired.</p> <p>Appointed Health & Safety representatives.</p> <p>Established and convened the first meeting of the Health & Safety Committee.</p> <p>2nd leg First Aid Training to first aiders in the Corporation was approved</p>	None	
	7.9.5. To manage the Office Support Services	7.9.5.1. Manage the administration of faxes, copiers, printers and telephones.	An effectively managed HR administration function	% of operational equipment	Technical problems on equipment sorted and all equipment is 100% operational. (27 reported incidents on photocopy machines)	None
		7.9.5.2. Manage the reception and switchboard.	Effectively running the organisation.	100% functional switchboard and reception.	No major problems encountered Proposals to improve switchboard services were made to the CIO	None
		7.9.5.3. Manage the driver and messenger services.	Effectively running organisation	100% functional driver and messenger services.	No challenges reported Approval was granted to appoint three more drivers/messengers	
7.9.5.4. Manage visitor access to the Corporation.		Effectively running organisation	100% security provided	<p>Implementation problems of new biometric access system were experienced</p> <p>Register for visitor access maintained.</p>	None	

Performance Information

BRANCH: CORPORATE SERVICES					
FUNCTIONAL AREA: HUMAN RESOURCES					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.9.5. To manage the Office Support Services (CONTNIUED)	7.9.5.5. Ensure effective venue management.	Effectively running organisation	Professionally managed booking services.	All bookings managed properly. (489 bookings were made).	None
	7.9.5.6. Acquire new office premises.	Effectively running organisation	Acquired new office premises	Acquired already in June 2008.	None
7.9.6. To manage the Document Management, Records and Registry Services	7.9.6.1. Implement the approved file plan	Effectively running organisation (Document, records and registry services Managed)	Approved File Plan.	File Plan approved and implementation started in July 2008	None
	7.9.6.2. Manage the file plan amendment process with the National Archives	Effectively running organisation	Submitted amendments and due processes from the National Archives	Additions to the file plan were submitted to National Archives. National Archives has not approved all the amendments as suggested by RTMC. RTMC has submitted further proposal to support our suggested amendments	None
	7.9.6.3. Ensure that the disposal of records is done as per the SA National Archives.	Effectively running organisation	Approval to dispose from National Archives.	National Archives visited the RTMC to inspect the documents and RTMC is awaiting a response for disposal of records from the National Archives.	None

Performance Information

BRANCH: CORPORATE SERVICES					
FUNCTIONAL AREA: HUMAN RESOURCES					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.9.7. To render Auxiliary Services	7.9.7.1. To plan and manage the building maintenance services.	Effectively running organisation	Registers	Regular meetings and contact sessions with the Lessor's representatives held (10 formal tenant meetings were held). Maintenance problems raised were attended to or are being resolved	None
	7.9.7.2. To manage the Lease Agreements	Effectively running organisation	Signed lease agreement	Administration services verified and recommended all pertinent invoices for payment of rental.	None
	7.9.7.3. To manage the Building Office Support Services of the new premises.	Effectively running organisation	Effective delivery programme	With close monitoring cleaning services offered to the Corporation were improved significantly. Cleaners are fully equipped (vacuum cleaners, trolleys, etc.).	None
	7.9.7.4. To manage relocation to new premises.	Effectively running organisation	On-target relocation process.	Relocation successfully concluded	None

Performance Information

BRANCH: CORPORATE SERVICES					
FUNCTIONAL AREA: LEGAL SERVICES					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.9.8. To provide legal advice and opinions including compliance management	7.9.8.1. Provide legal opinions and advice internally, to the technical committees of the RTMCC and to the members of the public	Effectively managed legal risks	No. of interventions Good quality and speedy legal opinions and advice provided	59 legal opinions provided	None
	7.9.8.2. Providing legal advice and opinions on compliance issues to avoid litigation or claims for damages that would arise as a result of non compliance with applicable legislation	Effectively managed legal risks	Good quality and speedy legal advice on compliance	Five (5) advices given	Function was transferred to Corporate Secretariat during the financial year.
	7.9.8.3. Compliance with the Road Traffic Management Act in the development of the Road Traffic Law Enforcement Code.	Ensure compliance with RTMC Act	Implementation and finalisation of the National Road Traffic Law Enforcement Code ("Code")	Participated in the drafting of the Code which was taken forward by Law Enforcement and Education Unit.	None
7.9.9 To provide litigation support to RTMC	7.9.9.1 Effective management of all litigation and minimisation of litigation costs	Properly managed litigation processes, and implementation of judgment	Litigation processes monitored to protect RTMC's interests. Compliance with judgments.	No litigation cases against and on behalf of the Corporation	None

Performance Information

BRANCH: CORPORATE SERVICES					
FUNCTIONAL AREA: LEGAL SERVICES					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.9.10. To manage and execute contracts	7.9.10.1. Negotiation, vetting and drafting of contracts	Effectively managed contractual risks	Contracts concluded on behalf of the Corporation with minimal or no legal risks.	37 Contracts perused, drafted and/or amended	None
	7.9.10.2. Transfer of eNaTis and Prodiba contracts from the DoT to the RTMC	Proper transfer of contracts without any legal risks	Proper transfer of the eNaTIS and Prodiba contact	Non Disclosure Agreement still with DoT, Transfer has not taken place yet. Meetings were suspended by the DoT until further notice from the DoT.	None
	7.9.10.3. Partnership agreements	Clear terms and conditions of the partnership of Road Traffic Management Corporation (RTMC) and Road Traffic Management System (RTMS)	Establishment of a formal relationship between RTMC and RTMS	To receive instructions, once terms of reference are formulated	None
	7.9.10.4. Updated Contract Management Policy	A well developed system of managing contracts	Implementation of Contract Management Policy	Draft policy submitted to. Supply Chain Management to take the implementation of the policy forward in the new financial year.	None

Performance Information

BRANCH: CORPORATE SERVICES					
FUNCTIONAL AREA: LEGAL SERVICES					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.9.11 To provide legislative support	7.9.11.1. Research on legislation to be introduced and amendments to be made to road traffic legislations	Developed legal system within the transport sector	Road traffic legislations introduced and amendments made to the existing legislations	Research pertaining to the amendments on AARTO Act, RTMC and NRTA completed.	None
	7.9.11.2. Implementation of legislation	Proper implementation and understanding of road traffic legislations	Awareness among the members of the public and the technical committees of the RTMCC on new legislations introduced, amendments made to the existing legislations	No circulars were issued during this period.	None
	7.9.11.3. Amendments to the RTMC and AARTO Acts	Repealed AARTO Act and incorporated into the RTMC Act in order to avoid duplication of powers between RTMC and RTIA	Amendments to the RTMC Act by repealing the AARTO Act and incorporating the critical provisions to the RTMC Act	A working document was produced after in-house workshops. One (1) session held with RTMC staff to discuss working document One (1) session held with DoT and RTMC staff representatives within Corporation	None
	7.9.11.4. Implementation of the provisions on the National Road Traffic Act affecting the RTMC	Full implementation of the National Road Traffic Act	Bringing the provisions of the National Road Traffic Act into force	Letter drafted to DoT to highlight the inconsistencies with the application of current road traffic legislation	None
	7.9.12.1. Implementation of the Traffic Training Policy for Traffic Training Colleges	Regulating the Traffic Training Colleges on recruitment and selection criteria for new officers	Compiling and finalisation of a policy which is in line with all the labour legislations and all other legislations that would be identified	All instructions received were acted on.	None
	7.9.12.2. Introducing the legislation regulating the tow trucks	Finalised legislation regulating the use and management of tow trucks	Finalisation of the legislation regulating tow trucks	The IPPP referred the matter to the VTC to facilitate	None

Performance Information

BRANCH: INFORMATION TECHNOLOGY					
FUNCTIONAL AREA: INFORMATION TECHNOLOGY					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.9.11. To provide legislative support	7.9.12.3. Amendments to the AARTO Regulations, Schedule 3	Proper implementation of the AARTO Act	Amendments to the AARTO Regulations, Schedule 3	Amendments done	None
7.10.1. Business Intelligence System	7.10.1.1. Integrated Financial, Supply Chain and Human Resource system	Installed and RTMC customised Integrated Financial, SC and HR system	Fully functional according to spec. system handed over to CFO, SCM and HR	Work has started on the development of the Integrated Financial, Supply Chain and Human Resource system (ERP) Project will run into 2009/2010.	The system is not fully functional yet, work is in progress
			Trained staff over the system	Will be done after implementation of the ERP	n/a
7.10.2. RTMC (Enterprise Content Management) Website	7.10.2.1. Fully functional developed RTMC Website	Information Dissemination, Marketing, Communication, positioning representation of the RTMC through Internet media	90% Functional RTMC website	97% Completed	Website not functional. Launch date of website moved to April 2009
7.10.3. Infrastructure Management	7.10.3.1. IT Support Services Management contract	Measure and improve IT support services	IT Support help desk logging calls, follow up, maintenance and Support SLA	Planning for the initiation of the project in an advanced stage	IT helpdesk not operational Postpone delivery date to May 09. Merge this project with 7.10.3.4 as one project for speedy delivery
	7.10. 3. 2. IT supply contract	Better turn around time with regards to acquiring new IT equipment, maintenance and warranty claims	Three (3) day delivery of new equipment, 1 day fix turnaround for broken equipment	Requirements gathering and needs analysis done	IT supply contract not secured, project will be implemented in 2009/10
	7.10.3.3. IT Asset Review	Better management of asset and IT asset performance	80% clearing and acquiring of old and new equipment for staff as per review report	100% complete In-house Asset Review exercise done	None

Performance Information

BRANCH: INFORMATION TECHNOLOGY					
FUNCTIONAL AREA: INFORMATION TECHNOLOGY					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.10.3. Infrastructure Management (CONTINUED)	7.10.3.4. Network Security and monitoring system	Well secured RTMC Network as per industry standard	24/7 Monitored network, 95% secured network. 90% managed network	Planning complete, to be implemented in 2009/10	Network security and monitoring system not completed Project merged with project 7.10.3.1 above
	7.10.3.5. Printing Solution	Easy access to printers	No. and quality of printing solution	Project to be delivered in 2009/10	
7.10.4. Strategic Projects	7.10.4.1. eNaTIS migration to RTMC	Operationalise the functional areas related to eNaTIS	Signed contract between RTMC CEO and DoT and RTMC in control of eNaTIS with its benefits and liabilities	New process of acquiring NaTIS finalised with DoT. 5% complete	eNaTis system not transferred to RTMC yet As per meeting between RTMC CEO and DoT DG, eNaTis will be transferred in June 2009. As a result the project is rolled over to August 2009
	7.10.4.2. Smart Drivers License Card	Operationalise the functional areas related to SDLC	Signed contract between RTMC CEO and DoT and RTMC in control of SDLC with its benefits and liabilities	Finalised. Risk assessment finalized. Project suspended by CEO.	SDLC not operationalised, project suspended
	7.10.4.3. Project eForce	Turn-key eForce solution	1. 90% functional system 2. Trained system users 3. Signed SLA	In planning stage (Internet and research journal – done) Project to be implemented in 2009/2010	Project delivery date postponed to November 2009

Performance Information

BRANCH: INFORMATION TECHNOLOGY					
FUNCTIONAL AREA: INFORMATION TECHNOLOGY					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
	7.10.4.4. Provide strategic IT leadership and advice for the Electronic License Disc / Electronic Vehicle Identification project	Effective Road Traffic Management	Minutes of meetings attended	Planning initiated, project to be implemented in 2009/10	Projects not implemented by business units, to be delivered in 2009/10
	7.10.4.5. Provide Strategic Leadership and Project Manage the IT of AARTO Mail room project	Efficient and Effective Law Enforcement	90% Fully functional DMS system	Project merged with eForce project	Project merged with eForce after research completed. Project reprioritised. See 7.10.4.3
7.10.5. Business Continuity Management	7.10.5.1. Disaster Recovery Policy, Procedure and Plan	RTMC Disaster Recovery Plan as per Treasury	30% Implemented as per need from the plan	Project at planning stage	Acquisition of specialist project manager provider to implement end- to-end project pilot implementation Project implementation roll over to July 2009
7.10.6. IT Governance	7.10.6.1. ITIL and CoBIT Framework	RTMC ITIL and CoBIT report and plan	100% AS-IS and To-BE ITIL and CoBIT combination report	No budget for 2008/2009.	None
7.10.7. Network Infrastructure	7.10.7.1. Harmonised Network Infrastructure	Functional network	100% System back-up to tape library as per requirements	IP Network, Local connectivity between RTMC's two buildings. Telephone (PABX) system installed. Back-up equipment and software, Biometric Security system, wireless security service, All equipment including servers and rack installed 98% complete	Project not finalised in February 2009 as planned. To be finalised in 2009/10

Performance Information

BRANCH: OFFICE OF THE CEO					
FUNCTIONAL AREA: CORPORATE COMMUNICATION AND PUBLIC RELATIONS					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.11.1. Electronic & Print Media Publicity	7.11.1.1. A media publicity campaign to market RTMC	Marketing RTMC	Nature and number of publicity campaigns An integrated national electronic media campaign- SABC	A promotional campaign has been initiated with SABC radios. And television 90% complete	Budget constraints limited the 100% campaign
7.11.2. Internal Communications and events	7.11.2.1. Internal communication within the Corporation	Informed Staff	Nature and no. of events	An interview was scheduled with an international magazine. An interview or advertorial was placed with Commuter SA Internal Women's Day celebration was held in August 2008. 75% complete	The number of internal events were limited by budget constrains
7.11.3 To facilitate events of the Transport Month	7.11.3.1 Transport Month's events held	Communication on Road Safety	Nature and number of events held	Ensured media publicity on the Debates competition. Facilitated and implemented media publicity on the national DOTY event Facilitated and implemented publicity and facilitation of the international DOTY send-off function. Coordinated the International Accident Investigation Conference and implemented branding and information to public 100% complete	None

Performance Information

BRANCH: OFFICE OF THE CEO					
FUNCTIONAL AREA: CORPORATE COMMUNICATION AND PUBLIC RELATIONS					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.11.4. To manage and oversee Community Road Traffic Safety Programmes	7.11.4.1. A youth Convention on Road Safety in Mpumalanga	Increase involvement of communities in Road Traffic Safety	Proper branding and information dissemination	A youth convention successfully held and information disseminated 100% complete	None
	7.11.4.2. Participate in Road Safety Awareness events			Necessary marketing and branding at Road Safety Awareness events done 100% complete	None
7.11.5. To enhance Road Safety Awareness amongst road users	7.11.5.1. Promotional materials distributed	Informed road users	Nature and number of material produced	Branding material and corporate gifts procured and distributed at road safety awareness events 100% complete	None
FUNCTIONAL AREA: CORPORATE STRATEGY AND REPORTING					
7.12.1. Development of a Consolidated Business Plan 2008/9	7.12.1.1. A high Level consolidated Business Plan	Directed business implementation	Business Plan approved by the Board and Top Management	A reviewed Business Plan approved by the RTMC Board. Implementation is monitored quarterly 100% complete	None
7.12.2. Development and review of the Corporation's Strategic Plan	7.12.2.1. Strategic Plan Document	Structured and strategic business intervention	Approved Branch Strategic Priorities	Second draft finalised, plan approved by the RTMC Board and presented to the Executive Authority (DoT) Professional editing and printing underway 98% Complete	None
	7.12.2.2. Periodic reviews informed by environmental analysis, benchmark, internal audit and compliance reports		Quarterly and yearly reviews	Quarterly reviews up to the 3rd quarter done and targets reviewed 100% complete	4th quarter review done in April 2009. To be reported on in 2009/10

Performance Information

BRANCH: OFFICE OF THE CEO					
FUNCTIONAL AREA: CORPORATE STRATEGY AND REPORTING					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.12.2. Development and review of the Corporation's Strategic Plan (CONTINUED)	7.12.2.3. A seven year (2009-2015) National Road Traffic Strategy	Current fragmentation in traffic managements functions consolidated	A National Strategic Document	<p>Consultations with Road Traffic Stakeholders complete. All MECs responsible for Traffic Safety and their HODs were consulted on the strategy in all nine (09) provinces</p> <p>Workshops held in all nine(09) provinces and reports were sent to all HODs responsible for Road Safety in all provinces 75% complete</p>	The 2015 Road Safety Plan not approved. A Shareholder's Committee meeting not held to approve the 2015 Plan
7.12.3. Development of Annual Report 2007/8	7.12.3.1. Annual Report	Justified use of public funds	An approved Annual Report	<p>Annual Report 2007-08 finalised, approved and tabled in parliament</p> <p>Copies of report distributed to Provinces and other stakeholders 100% complete</p>	None
7.12.4. Develop a performance management system for the business and Strategy	7.12.4.1. A Corporate Score Card to measure the Corporation's Business Performance	Improved and aligned performance	Performance measure score card	<p>Research to identify suitable performance measurement score card finalised 20% complete</p>	<p>Performance measurement scorecard not developed</p> <p>Progress is delayed by lack of human capacity in the unit</p>

Performance Information

BRANCH: OFFICE OF THE CEO					
FUNCTIONAL AREA: CORPORATE STRATEGY AND REPORTING					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.12.5. Development of Corporation's Quarterly reports against the business plan	7.12.5.1. Four (4) Quarterly Reports	Monitored service delivery	Quarterly Reports	1st, 2nd and 3rd Quarterly reports completed and submitted to the Minister of Transport 100% complete	The fourth quarter's report to be done by 30 April 2009
7.12.6. Develop Policy on Corporate Reporting	7.12.6.1. Approved Corporate Reporting Policy	Guidance to reporting	Approve Policy	A draft policy developed by the unit and sent to all business units for inputs, comments received built on the document 60% complete	To send policy for approval.
FUNCTIONAL AREA: INTERNAL AUDIT					
7.13.1. Execute the risk-based audit plan	7.13.1.1. 100% of the annual audit plan to be completed	The Audit Committee receives the support and assurance services it requests. Senior management receives the information they need from audit to help improve operations in the areas noted above.	Risk -based assessment of risk management strategies and processes in the areas identified: <ul style="list-style-type: none"> ■ internal controls strategies, processes within the processes selected; and ■ governance processes, ■ compliance Audit services comply with professional standards. Within the Corporation risks are effectively managed, effective controls are in place and governance processes are strong.	Annual audit plan finalized The following audit as per audit plan done: Compliance with RTMC Act & PFMA; Contract Management; Follow-up HR, Finance; Follow-up Subsistence Allowance and Supply Chain Management; Corporate governance compliance reviewed; 2010 readiness completed and waiting management comments 80% complete	Finance audits were stopped due to the intervention of the CEO in the finance unit. Performance information audit for 2008/09 to be finalised

Performance Information

BRANCH: OFFICE OF THE CEO					
FUNCTIONAL AREA: INTERNAL AUDIT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.13.1. Execute the risk-based audit plan (CONTINUED)	7.13.1.1. Summary of all audit work undertaken in the Corporation.			Summary of audit reports for 2008/09 completed, presented to management and Audit Committee 80% complete	None
	7.13.1.3. Internal Audit Services (ISA) working towards an opinion regarding internal controls within this strategic planning period.			An opinion regarding internal controls done	None
7.13.2. Develop marketing strategy	7.13.2.1. Strategy provided for approval to the Audit Committee	Improve the relationship with the auditee To understand the role of internal audit function.	Marketing strategy to be developed and submitted for approval.	Draft Strategy under development 70% complete	Approval of strategy through the relevant structures outstanding
7.13.3. Create effective audit partnership to foster sharing and create opportunities for efficiencies	7.13.3.1 Improve feedback from Audit Committee and senior management (OAG findings as the baseline)	Continued ongoing communication with the Audit Committee and senior management, Enhanced awareness of the role and value of the internal audit More cooperative –internal audit initiatives in the Corporation Increase emphasis on risk management and control in the Corporation	Enhanced communication regarding IAS and audit process for senior management Work with internal compliance groups in the Corporation (Supply Management, Corporate Secretariat) to ensure compliance work is effective. Identify areas that may benefit from joint audit. Work with other organisations, and collaborate with their internal audit function to gain efficiencies.	Client satisfaction surveys to units who participated in audit management. Comments on the Auditor General's findings gathered 100% complete	None

Performance Information

BRANCH: OFFICE OF THE CEO					
FUNCTIONAL AREA: INTERNAL AUDIT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
<p>7.13.4. Continuously improve the Corporation processes with respect to the detection, prevention and examination of alleged fraud/irregularities.</p>	<p>7.13.4.1. A fraud prevention policy and plan for efficient and timely investigations, compared to valuable benchmarks and submitted for discussion approval</p>	<p>Increase awareness of protected disclosure and related policies.</p> <p>Clear and transparent processes for reviewing alleged fraud/irregularities.</p> <p>Deterrents with respect to fraud and related activity.</p> <p>Enhanced controls, where required, to prevent recurrence of irregularities.</p>	<p>Fast track to revise fraud and prevention policy for discussion by the audit committee.</p>	<p>Draft fraud and prevention policy done. To be submitted to EXCO for discussion</p> <p>90% complete</p>	<p>Policy to be presented to Audit Committee and Board for approval</p>
FUNCTIONAL AREA: CORPORATE SECRETARIAT					
<p>7.14.1 To conduct the Corporate Governance Review</p>	<p>7.14.1.1. Developed corporate governance framework</p>	<p>Corporate Governance Review Framework</p>	<p>Number of findings implemented v//s plan</p>	<p>A draft Corporate Governance Framework has been developed and tabled at the EXCO meeting.</p> <p>Review completed and Corporate Governance Tools are 100% complete in terms of development and awaiting approval by the Governance Committee and Board in the 2009/10 financial year</p> <p>100% complete</p>	<p>None</p>

Performance Information

BRANCH: OFFICE OF THE CEO					
FUNCTIONAL AREA: CORPORATE SECRETARIAT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.14.2. To develop and implement an organisation-wide delegation of authority	7.14.2.1. Developed delegation of authority framework	Delegation of authority framework	<p>Implementation of:</p> <ul style="list-style-type: none"> ■ Delegation of Authority Framework ■ Board Charter; ■ Committee's Terms of Reference; <p>Number of deviations to the delegations across the organisation</p>	<p>A draft delegation of Authority document has been prepared and is ready for tabling for approval by the Board</p> <p>The following governance tools are 100% complete in terms of development.</p> <p>Drafts thereof were tabled at EXCO on 27 Jan 2009 and would be tabled at the next Board meeting for approval:</p> <ul style="list-style-type: none"> ■ Board Charter ■ Audit Committee Charter ■ Finance Committee Charter ■ ToR for Safety Com ■ ToR for REMCO ■ ToR for EXCO ■ ToR for Governance Committee 	None

Performance Information

BRANCH: OFFICE OF THE CEO					
FUNCTIONAL AREA: CORPORATE SECRETARIAT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.14.3. Review and update the current RTMC Committee Structure	7.14.3.1. Developed committee structure and referral system	Committee structure and referral system	<ul style="list-style-type: none"> ■ Committee structure developed and implemented ■ Referral systems developed and monitored ■ Year planner developed ■ Number of meetings held v/s plan 	A review of the Committee Structure has been finalised and certain functions between the Audit Committee and Finance Committee split and/or migrated. Consequently, the pertinent Terms of Reference for these Committees were amended and are awaiting Board approval.	None
7.14.4. Develop and implement statutory compliance framework	7.14.4.1. Developed and operational compliance framework	Compliance framework developed and operational	<p>Actual No. of compliance checklists implemented v/s plan</p> <p>% of managers using the checklists</p> <p>No. of compliance campaigns conducted</p> <p>% of compliance audits conducted</p> <p>Delivery against the budget</p> <p>% of delivery against SLAs and other commitments</p>	<p>A draft has been finalised and would be tabled for Board Approval at the next meeting in the first quarter of 2009/2010.</p> <p>A PFMA Compliance Checklist and an Audit Committee Evaluation Templates have been developed and are 100% complete but still awaiting Board approval. The RTMC Compliance Checklist is still being developed and is 90% complete. It should be approved by the Board in the next meeting</p>	

Performance Information

BRANCH: OFFICE OF THE CEO					
FUNCTIONAL AREA: CORPORATE SECRETARIAT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.14.5. To develop a consolidated and comprehensive annual meeting schedule	7.14.5.1. Developed and comprehensive annual meeting schedule	Comprehensive annual meeting schedule	Number of meetings held v/s plan	<p>A draft meeting calendar for the period Jan 09 to 31 Mar 2010 was initially presented to the Board on 01 December 2008 for comments and a consolidated one tabled and approved by the Board on 12 Feb 09 for implementation.</p> <p>The following meetings were held during the 2008/2009 Financial Year: EXCO - 30 MANCO - 3 RTMC Board - 6 RTIA Board - 4 REMCO - 4 FINCO - 4 Safety Committee - 3 Audit Committee - 5 Audit Steering Com - 5</p>	None

Performance Information

BRANCH: OFFICE OF THE CEO					
FUNCTIONAL AREA: CORPORATE SECRETARIAT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.14.6 To develop a corporate governance manual	7.14.6.1 Developed corporate governance manual	Corporate governance manual	Publication of Board induction manual	<p>Draft Governance tools like Terms of Reference, Code of Conduct and Ethics to inform the manual has been finalised and once completed the manual would be tabled at EXCO.</p> <p>The manual is 100% complete and is comprised of all the governance tools that had been presented to EXCO on 27 Jan 2009 and would be tabled before the Governance Committee for adoption on 30 April 09.</p>	None
7.14.7 To develop a Code of Conduct and Ethics for the Board	7.14.7.1 Developed Code of Conduct and Ethics for the Board	Code of Conduct and Ethics for the Board	Adherence to Code of Conduct and Ethics	<p>A draft has been prepared and tabled and discussed at the EXCO meeting held on 27 Jan 09.</p> <p>This would be tabled for adoption and approval by the Governance Committee on 30 April 09 and then tabled for Board approval during the first quarter of the 2009/10 financial year.</p>	None

Performance Information

BRANCH: OFFICE OF THE CEO					
FUNCTIONAL AREA: CORPORATE SECRETARIAT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.14.7. To develop a Code of Conduct and Ethics for the Board (CONTINUED)				Development of the Code is 100% complete and had been tabled in the EXCO meeting on 27 Jan 09 for comments. This will be presented to the Governance Committee on 30 April 09 and thereafter Board approval would be sought during the first quarter of the new financial year	
7.14.8 To develop a Board Induction manual	7.14.8.1 Developed Board induction manual	Board Induction Manual	Publication of induction manual	<p>A Board Induction Manual has not been developed but governance tools informing it have been finalised and would be discussed at EXCO and tabled for Board approval.</p> <p>The development of the Governance tools informing the Manual are 100% complete.</p>	None

Performance Information

BRANCH: OFFICE OF THE CEO					
FUNCTIONAL AREA: CORPORATE SECRETARIAT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.14.8. To Conduct corporate governance workshops	7.14.8.1. Conducted corporate governance workshops	Trained Board members on corporate Governance	Number of corporate governance workshops arranged	No governance workshop was held 0% complete	Arrangements are being made for Board members to attend other workshops with the Institute of Directors (IoD) and other service providers during the first two quarters of the next financial year.
7.14.9. To develop unit training and development programme	7.14.9.1. Developed training and development plan	Training and development plan	Number of training and development programmes attended	Training needs of Unit personnel have been identified and a training and development plan, which would include Board members, has been finalised and a submission was presented to the SEM: Corporate Support and the CEO during February 09 but has not been approved. Further engagement with the Talent Manager would be done during the first quarter of the 2009/10 financial Year	Training has not been offered as planned to be implemented in 2009/10.

Performance Information

BRANCH: OFFICE OF THE CEO					
FUNCTIONAL AREA: CORPORATE SECRETARIAT					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.14.10. To develop a meetings Administration Framework	7.14.10.1. Developed Meetings Administration Framework	Meetings Administration Framework	Effective logistical arrangements for meetings	A Meetings Administration Framework and standard operating standards have been developed and are 100% complete. They were tabled at EXCO and would be presented together with the governance tools to the Government Committee and Board for adoption and approval respectively in the first quarter of the 2009/10 financial year.	None
7.14.11. To develop an audit template on the implementation of resolutions of Shareholders Committee, Board and other Committees	7.14.11.1. Developed audit template on the implementation of resolutions of the Shareholders Committee, Board and other Committees	Developed audit template on the implementation of resolutions of the Shareholders Committee, Board and other Committees	Implementation of template and conducted audits	Draft Audit and Resolutions Tracking Templates have been developed and are being implemented. Other evaluation templates for the efficacy of Board members and Committees have been completed and would be tabled to the Governance Committee and Board for approval in the first quarter of the 2009/10 financial year. 100% complete	None

Performance Information

BRANCH: SERVICES					
FUNCTIONAL AREA: FINANCE					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.15.1. Improved financial management, performance, practice and fiscal discipline	7.15.1.1. Accurate financial and management reporting	Monthly, quarterly and annual financial reporting	Compliance and effective decision making	Monthly reports prepared. Quarterly financial reports submitted to DoT 2007/8 Annual Report submitted to AG and Parliament. Interim audit conducted in October 2008	None
7.15.2. Execute risk management and internal control system	7.15.2.1. Risks mitigation plan in place	% risk managed Risk management profile	Effective risk management strategy	Mitigating plans submitted to the internal auditors for evaluation & review Temporary staff appointed in SCM to address segregation of duties	None
	7.15.2.2. Management and Control of assets	Assets Register in place	Complete Asset Register which is GAAP compliant	Fixed Asset Register developed and updated	Asset Register completed, to be verified
7.15.3. Supply Chain Management	7.15.3.1. Manage and execute supply chain management	Suppliers database in place	Approved suppliers database	Supplier database in place	None
7.15.4. Improved collection, payment levels and management of revenue	7.15.4.1. Collection of all outstanding moneys	Improved payment levels from: Registering Authorities	Reduction of outstanding rate of vehicle license fees (from 4,7% to 1,7% over three years)	Reports requested from eNaTis service provider and collection of outstanding monies done	None
7.15.5. Effective Working Capital management	7.15.5.1. Management of surplus cash	Effective cash management Market related rate of return	Collection of all moneys Improved cash flow	Surplus cash invested in high interest bearing account. 92.5% of Transaction Fees collected. 11 % interest rate on Call	None

Performance Information

BRANCH: SERVICES					
FUNCTIONAL AREA: FINANCE					
Objectives	Outputs	Outcomes	Measurement	Actual Achievements	Variations or Reasons
7.15.6. Corporate governance and legislative compliance	7.15.6.1. Ensure compliance with PFMA and Treasury Regulations	Reduction of audit queries	Full 100% compliant	91% compliance achieved which reduced audit queries	None
7.15.7. Black Economic Empowerment	7.15.7.1. Maintain BEE service providers	Procurement of goods and service from BEE companies	Increase BEE procurement of goods and services by 10% annually	30% increase BEE procurement participation	None
7.15.8. Acquisition of an integrated Financial Management System	7.15.8.1. An integrated Financial Management System	Functional Financial Management System in RTMC	Accurate budget management and reporting	Planning 100% complete , work has been initiated on the project to be rolled over to 2009/10	None



**Annual Financial Statements for
the Year Ended 31 March 2009**

Annual Financial Statements for the year ended 31 March 2009

General Information

Directors

Dr JD Sampson (Non executive chairperson)
Mr RJ Rakgoale (CEO)
Mr AM Mawela (Non executive member)
Mr TM Malaza (Non executive member)
Ms EM du Toit (Non executive member)
Mr MK Mafani (Non executive member)
Mr HP van Tonder (Non executive member)
Ms TP Mabaso (Non executive member – ex officio)

Business address

Hazeldean Office Park
687 Silver Lakes Road
Tijger Vallei
Tshwane

Postal address

Private Bag x 147
Pretoria
0001

Bankers

Standard Bank
First National Bank

Auditors

Auditor General of South Africa

Annual Financial Statements for the year ended 31 March 2009

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Annual Financial Statements for the year ended 31 March 2009

Approval and Statement of Responsibility

The Board is responsible for the maintenance of adequate accounting records and the preparation and integrity of the financial statements and related information. The Auditor General is responsible for independently auditing and reporting on the fair presentation of the financial statements in conformity with International Standards of Auditing. The financial statements have been prepared in accordance with South African Statements of Generally Accepted Accounting Practice (SA GAAP), including any interpretations of such Statements issued by the Accounting Practices Board, with the effective Standards of Generally Recognised Accounting Practices (GRAP) issued by the Accounting Standards Board replacing the equivalent SA GAAP statement.

The Board is also responsible for the system of internal financial control. These are designed to provide reasonable, but not absolute assurance as to the reliability of the financial statements, and to adequately safeguard, verify and maintain accountability of assets, and to prevent and detect misstatements and losses. Nothing has come to the attention of the Board to indicate that any material breakdown in the functioning of these controls, procedures and systems has occurred during the year under review.

The financial statements have been prepared on the going concern basis, since the Board has every reason to believe that the Corporation has adequate resources in place to continue in operation for the foreseeable future.

The financial statements are prepared in accordance with South African Statements of Generally Accepted Accounting Practice (GAAP) including any interpretations of such Statements issued by the Accounting Practices Board, and in accordance with the prescribed Standards of Generally Recognised Accounting Practices (GRAP) issued by the Accounting Standards Board replacing the equivalent SA GAAP Statement as follows:

Standard of GRAP

GRAP 1: Presentation of financial statements
GRAP 2: Cash flow statements
GRAP 3: Accounting policies, changes in accounting estimates and errors

Replaced Statement of SA GAAP

AC 101: Presentation of financial statements
AC 118: Cash flow statements
AC 103: Accounting policies, changes in estimates and errors

The annual financial statements set out on pages 212 to 242 have been approved by the Board and were signed on its behalf by:



Dr JD Sampson
Chairperson

Report of the Auditor-General to Parliament on the Financial Statements

REPORT OF THE AUDITOR-GENERAL TO PARLIAMENT ON THE FINANCIAL STATEMENTS AND PERFORMANCE INFORMATION OF THE ROAD TRAFFIC MANAGEMENT CORPORATION FOR THE YEAR ENDED 31 MARCH 2009

REPORT ON THE FINANCIAL STATEMENTS

Introduction

1. I have audited the accompanying financial statements of the Road Traffic Management Corporation which comprise the statement of financial position as at 31 March 2009, and the statement of financial performance, the statement of changes in net assets and the cash flow statement for the year then ended, a summary of significant accounting policies and other explanatory notes, as set out on pages 214 to 241.

The accounting authority's responsibility for the financial statements

2. The accounting authority is responsible for the preparation and fair presentation of these financial statements in accordance with the basis of accounting determined by National Treasury, as set out in note 1 to the financial statements and in the manner required by the Public Finance Management Act, 1999 (Act No. 1 of 1999) (PFMA) and for such internal control as the accounting authority determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

The Auditor-General's responsibility

3. As required by section 188 of the Constitution of the Republic of South Africa, 1996 read with section 4 of the Public Audit Act, 2004 (Act No. 25 of 2004) (PAA), my responsibility is to express an opinion on these financial statements based on my audit.
4. I conducted my audit in accordance with the International Standards on Auditing read with *General Notice 616 of 2008*, issued in *Government Gazette No. 31057 of 15 May 2008*. Those standards require that I comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.
5. An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.
6. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

Opinion

7. In my opinion the financial statements present fairly, in all material respects, the financial position of the Road Traffic Management Corporation as at 31 March 2009 and its financial performance and its cash flows for the year then ended, in accordance with the basis of accounting determined by National Treasury, as set out in note 1 to the financial statements and in the manner required by the PFMA.

Report of the Auditor-General to Parliament on the Financial Statements

Emphasis of matters

Without qualifying my opinion, I draw attention to the following matters:

Basis of accounting

8. The public entity's policy is to prepare financial statements on the basis of accounting determined by National Treasury, as set out in note 1 to the financial statements.

Irregular expenditure

9. As disclosed in note 30 to the financial statements irregular expenditure to the amount of R598 837 was incurred due to a proper tender process not being followed.

Fruitless and wasteful expenditure

10. As disclosed in note 30 to the financial statements fruitless and wasteful expenditure to the amount of R655 406 was incurred due to interest and penalties, rental paid for unoccupied premises and employees paid after resignation.

Other matters

Without qualifying my opinion, I draw attention to the following matters that relate to my responsibilities in the audit of the financial statements:

Unaudited supplementary schedules

11. The supplementary detailed income statement set out on pages 242 to 243 does not form part of the financial statements and is presented as additional information. I have not audited this schedule and accordingly I do not express an opinion thereon.

Governance framework

12. The governance principles that impact the auditor's opinion on the financial statements are related to the responsibilities and practices exercised by the accounting authority and executive management and are reflected in the key governance responsibilities addressed below:

Key governance responsibilities

13. The PFMA tasks the accounting authority with a number of responsibilities concerning financial and risk management and internal control. Fundamental to achieving this is the implementation of key governance responsibilities, which I have assessed as follows:

Report of the Auditor-General to Parliament on the Financial Statements

No.	Matter	Y	N
Clear trail of supporting documentation that is easily available and provided in a timely manner			
1.	No significant difficulties were experienced during the audit concerning delays or the availability of requested information.	√	
Quality of financial statements and related management information			
2.	The financial statements were not subject to any material amendments resulting from the audit.		√
3.	The annual report was submitted for consideration prior to the tabling of the auditor's report.	√	
Timeliness of financial statements and management information			
4.	The annual financial statements were submitted for auditing as per the legislated deadlines [section 55 of the PFMA]	√	
Availability of key officials during audit			
5.	Key officials were available throughout the audit process.	√	
Development and compliance with risk management, effective internal control and governance practices			
6.	Audit committee		
	■ The public entity had an audit committee in operation throughout the financial year.	√	
	■ The audit committee operates in accordance with approved, written terms of reference.	√	
	■ The audit committee substantially fulfilled its responsibilities for the year, as set out in section 77 of the PFMA and Treasury Regulation 27.1.8	√	
7.	Internal audit		
	■ The public entity had an internal audit function in operation throughout the financial year.	√	
	■ The internal audit function operates in terms of an approved internal audit plan.	√	
	■ The internal audit function substantially fulfilled its responsibilities for the year, as set out in Treasury Regulation 27.2	√	v
8.	There are no significant deficiencies in the design and implementation of internal control in respect of financial and risk management.	√	
9.	There are no significant deficiencies in the design and implementation of internal control in respect of compliance with applicable laws and regulations.		√
10.	The information systems were appropriate to facilitate the preparation of the financial statements.	√	
11.	A risk assessment was conducted on a regular basis and a risk management strategy, which includes a fraud prevention plan, is documented and used as set out in Treasury Regulation 27.2.	√	
12.	Powers and duties have been assigned, as set out in section 56 of the PFMA.	√	
Follow-up of audit findings			
13.	The prior year audit findings have been substantially addressed.	√	
14.	SCOPA resolutions have been substantially implemented.		N/A
Issues relating to the reporting of performance information			
15.	The information systems were appropriate to facilitate the preparation of a performance report that is accurate and complete.		√
16.	Adequate control processes and procedures are designed and implemented to ensure the accuracy and completeness of reported performance information.	√	
17.	A strategic plan was prepared and approved for the financial year under review for purposes of monitoring the performance in relation to the budget and delivery by RTMC against its mandate, predetermined objectives, outputs, indicators and targets [Treasury Regulation 30.1].	√	
18.	There is a functioning performance management system and performance bonuses are only paid after proper assessment and approval by those charged with governance.	√	

Report of the Auditor-General to Parliament on the Financial Statements

14. The key governance responsibilities of the accounting authority were not completely effective during the year under review. These matters, inter alia, include non-compliance with Treasury Regulation 31.1.2(f) read with Treasury Regulation 31.1.3 and section 11(2) of the RTMC Act with regard to the monthly cash forecasts and shareholders committee meetings. These matters will however be addressed by the accounting authority.

Investigations

15. An investigation was conducted to probe the irregular salary increases that were disclosed in the financial statements for the year ended 31 March 2008. The investigation was concluded and processes have been initiated to take disciplinary actions against the responsible officials.

REPORT ON OTHER LEGAL AND REGULATORY REQUIREMENTS

Report on performance information

16. I have reviewed the performance information as set out on pages 127 to 200.

The accounting authority's responsibility for the performance information

17. The accounting authority has additional responsibilities as required by section 55(2)(a) of the PFMA to ensure that the annual report and audited financial statements fairly present the performance against predetermined objectives of the public entity.

The Auditor-General's responsibility

18. I conducted my engagement in accordance with section 13 of the PAA read with *General Notice 616 of 2008*, issued in *Government Gazette No. 31057 of 15 May 2008*.
19. In terms of the foregoing my engagement included performing procedures of an audit nature to obtain sufficient appropriate evidence about the performance information and related systems, processes and procedures. The procedures selected depend on the auditor's judgement.
20. I believe that the evidence I have obtained is sufficient and appropriate to provide a basis for the findings reported below.

Findings on performance information

Usefulness and reliability of reported performance information

21. The following criteria were used to assess the usefulness and reliability of the information on the entity's performance with respect to the objectives in its strategic plan:
- Consistency: Has the entity reported on its performance with regard to its objectives, indicators and targets in its approved strategic plan?
 - Relevance: Is the performance information as reflected in the indicators and targets clearly linked to the predetermined objectives and mandate? Is this specific and measurable, and is the time period or deadline for delivery specified?
 - Reliability: Can the reported performance information be traced back to the source data or documentation and is the reported performance information accurate and complete in relation to the source data or documentation?

Report of the Auditor-General to Parliament on the Financial Statements

The following findings relate to the above criteria:

Inconsistently reported performance information

22. Although the RTMC have a strategic plan as required in terms of Treasury Regulation 30.1, the key performance measures and indicators were revised during the year under review and changes to certain outputs, outcomes and measurements were made and a business plan was compiled. The key performance measures and indicators as per the business plan and not the strategic plan were used as the basis for reporting on performance against predetermined objectives. No evidence could be provided that the business plan was approved by the executive authority.

Reported performance information not relevant

23. Certain measurements were not:
- specific in clearly identifying the nature and the required level of performance
 - measurable in identifying the required performance
 - time bound in specifying the time period or deadline for delivery.

Reported performance information not reliable

24. The reported actual achievement of various measurements could not be substantiated by adequate supporting evidence.

APPRECIATION

25. The assistance rendered by the staff of the Road Traffic Management Corporation during the audit is sincerely appreciated.

Auditor-General
[Signature]

Pretoria

31 July 2009



AUDITOR - GENERAL
SOUTH AFRICA

Auditing to build public confidence

Annual Financial Statements for the year ended 31 March 2009

Audit Committee Report

I am pleased to present our report for the financial year ended 31 March 2009.

Audit Committee members and attendance

The audit committee consists of the members listed hereunder and should meet four times per annum as per its approved terms of reference. During the current year five meetings were held.

Name of Member	Number of Meetings Attended
A Mawela (Chairperson)	5
D Coovadia (Resigned 23 March 2009)	0
M Mokate	5

In line with Treasury Regulation sections 3.1.12 and 3.1.13 the audit committee must report and make recommendations to the Accounting Authority, but the Accounting Authority retains responsibility for implementing such recommendations. In particular, the audit committee must, in the annual report of the institution, comment on –

- (a) The effectiveness of internal control;
- (b) The quality of annual management and monthly/quarterly reports;
- (c) The evaluation of annual financial statements.

The effectiveness of internal control

In the opinion of the audit committee, the overall internal controls within the organisation are considered effective but certain areas require improvement.

The required areas of improvement have been highlighted by both the Auditor-General in their Interim Management Report as well as the internal audit department in their periodic audit coverage reporting. Reports emanating from the Internal Audit Activity have consistently drawn the attention of the Audit Committee to certain areas of control weaknesses and non compliance in respect of policies and procedures.

The Committee has further noted with concern the deficiencies highlighted in the Auditor-General's Final Management Report. Management has been tasked to conduct a follow up exercise on matters raised to ensure that these are rectified without delay.

The in house internal audit staff was complemented by an outsourced internal audit team in the current financial year, to assist in the assessment and improvement of effective internal controls, quality, integrity and reliability of the organisation's corporate accountability and associated risk management.

In compliance with Section 51 (1) (a) (i) of the PFMA the RTMC continues to endeavour towards an effective, efficient and transparent system of financial and risk management and internal control.

The quality of annual management and monthly/quarterly reports are submitted in terms of the PFMA.

The RTMC is also required to report to the Executive Authority, the Minister of Transport, on its performance against its mandate.

There was a report to the department in the fourth quarter of the year under review, however the quarterly reporting to the Executive Authority was not consistent throughout the year under review. This is another area that the Audit Committee feels that management should improve on in the subsequent financial year.

Evaluation of annual financial statements

The Audit Committee has evaluated the financial statements for the financial year ended 31 March 2009 and, based on the information provided to the Audit Committee, concurs and accepts the Auditor-General's conclusion on the annual financial statements, and is of the opinion that the audited financial statements be accepted and read together with the report of the Auditor General.

Annual Financial Statements for the year ended 31 March 2009

Conclusion

The Audit Committee recognises the contribution made by both the staff of the Auditor-General of South Africa as well as the subcontracted external auditors and extend to them the gratitude of the Committee. As the Audit Committee, we rely heavily on the Chief Executive Officer and his staff and we are indebted to them for their efficient service and their role in continuing to improve the accounting systems and controls at the Corporation.



Mr A.M Mawela
Chairperson Finance and Audit Committee

Annual Financial Statements for the year ended 31 March 2009

Accounting Authority Report

The Accounting Authority present their audited annual financial statements that form part of the annual report of the Corporation for the year ended 31 March 2009. The annual financial statements have been prepared on the going concern basis since the directors have every reason to believe that the Corporation has adequate resources in place to continue in operation for the foreseeable future.

1. Introduction

The Road Traffic Management Corporation (RTMC) is listed as a national public entity in Schedule 3 Part A of the Public Finance Management Act (Act 1 of 1999 as amended) (PFMA). It was established in terms of Section 3 of the Road Traffic Management Corporation Act (Act No 20 of 1999).

The function of RTMC is to pool powers and resources and to eliminate the fragmentation of responsibilities for all aspects of road traffic management across the various levels of Government. The RTMC Act provides, in the public interest, for co-operative and co-ordinated strategic planning, regulation, facilitation and law enforcement in respect of road traffic matters by the national, provincial and local spheres of government.

The Board of Directors is the Accounting Authority in terms of the PFMA.

2. Review of activities

Principal activities and review of operations

RTMC is a partnership between the national, provincial and local spheres of government to specifically deal with the management of road traffic and safety issues.

In the course of implementing its mandate, the RTMC maintained focus on its objectives, which are captured in the RTMC Strategic Plan.

The total income for RTMC was R166 million (2008: R74 million) including Government Grant of R166 million (2008: R68 million) and the operating costs amounted to R166 million (2008: R68 million).

3. Organisation structure

RTMC is accountable to the Minister of Transport, who in terms of the PFMA, is the executive authority and assisted by the MEC's responsible for transport and community safety in all nine provinces and two representatives of SALGA.

The Board of Directors is appointed by the Shareholders Committee and comprises of 7 members plus the Chief Executive Officer.

Management comprises of heads of functional units and support units who are appointed by the Chief Executive Officer.

4. Events subsequent to Statement of Financial Position Date

RTMC directors are not aware on any matter or circumstance which may have arisen since the end of the financial year, not otherwise dealt with in the annual financial statements, which significantly affects the position of the corporation or the results of its operations.

Annual Financial Statements for the year ended 31 March 2009

5. Directors

The Board of Directors during the year and to the date of this report are as follows:

Dr JD Sampson (Non-executive chairperson)
Mr RJ Rakgoale (CEO)
Mr AM Mawela (Non-executive member)
Mr TM Malaza (Non-executive member)
Ms EM du Toit (Non-executive member)
Mr MK Mafani (Non-executive member)
Mr HP van Tonder (Non-executive member)
Ms TP Mabaso (Non-executive member – ex officio)

6. Secretary

E Moeti resigned as secretary of the RTMC on 9 May 2008 and T Ramagoma was appointed as secretary on 10 September 2008.

7. Bankers

Standard Bank and First National Bank are the principal bankers of RTMC.

8. Auditors

The Auditor-General of South Africa is the designated auditor of RTMC.

9. Social responsibility and capacity building

RTMC was involved in the capacity building programmes for its employees.

10. Shareholder relations

RTMC reported to and held discussions with the Executive Authority on significant events, including providing them with information on crash statistics and traffics information, interaction with the Department of Transport on transport month, Driver of the Year Competition and Arrive Alive.

11. Materiality and significance framework

A materiality and significance framework has been reviewed during the year for reporting losses through criminal conduct and irregular, fruitless and wasteful expenditure, as well as for significant transactions envisaged per section 54(2) of the PFMA that requires Ministerial approval.

12. Stakeholder Relations

A great deal of interaction as part of the RTMC's outreach initiatives was carried out during the current reporting year, through meetings and forums. The RTMC maintained good relations with the stakeholders, through the Road Traffic Management Coordination Committee (RTMCC), through its technical committees dealing with various issues such as, the development of the code, namely, the National Road Traffic Law Enforcement Code (NRTLEC), and policy/decision makers, the Department of Transport and Parliamentary Portfolio Committee on Transport. The RTMC further interacted with civil society and maintained relations with other strategic cooperatives such as the media and the general public. Workshops to draft the 2015 strategy were held in all the provinces where municipalities, non governmental organisations, as well as traffic management stakeholders participated.

Annual Financial Statements for the year ended 31 March 2009

Statement of Financial Position

Figures in Rand	Note(s)	2009	2008
Assets			
Current Assets	2	1 108 422	343 000
Advances	3	120 881 850	11 716 504
Trade and other receivables	4	88 000	100 871
Non current assets held for sale	5	72 072 908	136 763 669
Cash and cash equivalents			
		194 151 180	148 924 044
Non Current Assets			
Property, plant and equipment	6	23 781 456	12 448 601
Intangible assets	7	60 137 187	349 469
		83 918 643	12 798 070
Total Assets		278 069 823	161 722 114
Liabilities			
Current Liabilities	8	128 117 577	25 765 920
Trade and other payables	9	1 466 551	2 427 616
Provisions			
		129 584 128	28 193 536
Non Current Liabilities			
Deferred revenue	10	117 160 700	112 799 047
Total Liabilities		246 744 828	140 992 583
Accumulated Surplus		31 324 995	20 729 531

Annual Financial Statements for the year ended 31 March 2009

Statement of Financial Performance

Figures in Rand	Note(s)	2009	2008
Grant income	13	165 630 343	68 795 224
Other income	14	84 924	5 193 043
Operating expenses		(166 191 648)	(68 449 150)
Operating Surplus	15	(476 381)	5 539 117
Finance revenue	16	13 480 584	8 665 257
Finance costs	17	(2 408 739)	(586 202)
Surplus for the year		10 595 464	13 618 172

Annual Financial Statements for the year ended 31 March 2009

Statement of Changes in Net Assets

Figures in Rand	Accumulated Surplus / (Deficit)	Total net assets
Balance at 01 April 2007	7 111 359	7 111 359
Surplus for the year	13 618 172	13 618 172
Total changes	13 618 172	13 618 172
Balance at 01 April 2008	20 729 531	20 729 531
Surplus for the year	10 595 464	10 595 464
Total changes	10 595 464	10 595 464
Balance at 31 March 2009	31 324 995	31 324 995

Annual Financial Statements for the year ended 31 March 2009

Cash Flow Statement

Figures in Rand	Note(s)	2009	2008
Cash flows from operating activities			
Receipts		100 051 332	62 384 975
Payments		(102 839 793)	(46 265 301)
Cash (used in)/generated from operations	20	(2 788 461)	16 119 674
Finance revenue	16	13 480 584	8 665 257
Finance costs	17	(2 408 739)	(586 202)
Net cash from operating activities		8 283 384	24 198 729
Cash flows from investing activities			
Purchase of property, plant and equipment	6	(17 104 499)	(6 230 566)
Purchase of intangible assets	7	(60 231 299)	(140 217)
Net cash from investing activities		(77 335 798)	(6 370 783)
Cash flows from financing activities			
Increase in deferred revenue		4 361 653	29 083 388
Total cash movement for the year		(64 690 761)	46 911 334
Cash at the beginning of the year		136 763 669	89 852 335
Cash and cash equivalents at the end of the year	5	72 072 908	136 763 669

Annual Financial Statements for the year ended 31 March 2009

Accounting Policies

1. Presentation of Annual Financial Statements

The annual financial statements have been prepared in accordance with the South African Statements of Generally Accepted Accounting Practices (SA GAAP) including any interpretations of such statements issued by the Accounting Practices Board, with the effective Standards of Generally Recognised Accounting Practices (GRAP) issued by the Accounting Standards Board replacing the equivalent SA GAAP Statement as follows:

Standard of GRAP

GRAP 1: Presentation of financial statements
GRAP 2: Cash flow statements
GRAP 3: Accounting policies, changes in accounting estimates and errors

Replaced Statement of SA GAAP

AC 101: Presentation of financial statements
AC 118: Cash flow statements
AC 103: Accounting policies, changes in estimates and errors

Currently the recognition and measurement principles in the above GRAP and SA GAAP Statements do not differ or result in material differences in items presented and disclosed in the financial statements. The implementation of GRAP 1, 2 & 3 has resulted in the following changes in the presentation of the annual financial statements:

Terminology differences:

Standard of GRAP

Statement of financial performance
Statement of financial position
Statement of changes in net assets
Net assets
Surplus/deficit
Accumulated surplus/deficit
Contributions from owners
Distributions to owners

Replaced Statement of SA GAAP

Income statement
Balance sheet
Statement of changes in equity
Equity
Profit/loss
Retained earnings
Share capital
Dividends

The cash flow statement can only be prepared in accordance with the direct method.

Specific information has been presented separately on the statement of financial position such as:

- Receivables from non exchange transactions, including taxes and transfers;
- Taxes and transfers payable;
- Trade and other payables from non exchange transactions;

Paragraph 11 – 15 of GRAP 1 has not been implemented due to the fact that the local and international budget reporting standard is not effective for this financial year. Although the inclusion of budget information would enhance the usefulness of the financial statements, non disclosure will not affect the objective of the annual financial statements.

These accounting policies are consistent with the previous period.

1.1 Presentation currency

These annual financial statements are presented in South African Rand.

1.2 Going concern assumptions

These financial statements have been prepared on a going concern basis.

The annual financial statements have been prepared on the basis of accounting policies applicable to a going concern. This basis presumes that funds will be available to finance future operations and that the realisation of assets and settlement of liabilities, contingent obligations and commitments will occur in the ordinary course of business.

Annual Financial Statements for the year ended 31 March 2009

Accounting Policies continued

1.3 Significant judgements

In preparing the annual financial statements, management is required to make estimates and assumptions that affect the amounts represented in the annual financial statements and related disclosures. Use of available information and the application of judgement is inherent in the formation of estimates. Actual results in the future could differ from these estimates which may be material to the annual financial statements.

Significant judgements include:

- Impairment of plant, property and equipment
- Impairment of intangible assets
- Provisions
- Residual values
- Fair values

Effective interest rates

The Corporation used a market interest rate to discount future cash flows.

1.4 Property, plant and equipment

Property, plant and equipment are disclosed at cost less accumulated depreciation.

Where items of property, plant and equipment have been impaired, the carrying value is adjusted by the impairment loss, which is recognised as an expense in the period that the impairment is identified.

The cost of an item of property, plant and equipment acquired in exchange for a non monetary asset, or a combination of monetary and non monetary assets is measured at its fair value. If the acquired item could not be measured at its fair value, its cost is measured at the carrying amount of the asset given up.

Subsequent expenditure is capitalised when the recognition and measurement criteria of an asset are met.

Depreciation is calculated at cost using the straight line method over the estimated useful lives of the assets. The annual depreciation rates are based on the following estimated asset lives:

Item	Average useful life
Furniture and fixtures	5 years (20%)
Office equipment	4 years (25%)
Computer equipment	3 years (33.33%)
Motor Vehicles	5 years (20%)
Leasehold improvements	11.5 years (8.7%)

Repairs and maintenance expenses are charged to the Statement of Financial Performance during the financial year in which they are incurred. The cost of major renovations are included in the carrying amount of the asset when it is probable that future economic benefits in excess of the originally assessed standard of performance of the existing asset will flow to the Corporation and the cost of the items can be measured reliably.

The gain or loss arising on the disposal of an item of property, plant and equipment is determined as the difference between the sales proceeds and the carrying value and is recognised in the Statement of Financial Performance. The assets residual value and useful lives are reviewed, and adjusted if appropriate, at each Statement of Financial Position date.

Annual Financial Statements for the year ended 31 March 2009

Accounting Policies continued

1.5 Intangible assets

An intangible asset is recognised when:

- it is probable that the expected future economic benefits that are attributable to the asset will flow to the entity; and
- the cost of the asset can be measured reliably.

Intangible assets are initially recognised at cost and comprise software.

Cost Model

Intangible assets are carried at cost less any accumulated amortisation and any impairment losses.

An intangible asset is regarded as having an indefinite useful life when, based on all relevant factors, there is no foreseeable limit to the period over which the asset is expected to generate net cash inflows. Amortisation is not provided for these intangible assets. For all other intangible assets amortisation is provided on a straight line basis over their useful life.

The amortisation period and the amortisation method for intangible assets are reviewed every Statement of Financial Position date.

Amortisation is provided to write down the intangible assets, on a straight line basis, to their residual values as follows:

Item	Useful life
Computer software	4 years (25%)

1.6 Operating lease

Leases in which a significant portion of the risk and rewards of ownership are retained by the lessor are classified as an operating lease. Operating lease payments are recognised as an expense on a straight line basis over the lease term. The difference between the amounts recognised as an expense and the contractual payments are recognised as an operating lease liability. This liability is not discounted. Any contingent rentals are expensed in the period they are incurred.

RTMC- lessee

Operating lease payments are recognised as an expense on a straight line basis over the lease term. The difference between the amounts recognised as an expense and the contractual payments are recognised as an operating lease liability. This liability is not discounted.

Any contingent rents are expensed in the period they are incurred.

1.7 Impairment of assets

Non current assets are reviewed for impairment losses whenever events or changes in circumstances indicate that the carrying value may not be recoverable. An impairment loss is recognised for the amount by which the carrying amount of the asset exceeds its recoverable amount, which is the higher of an asset's net selling price and value in use. For the purpose of assessing impairment, assets are grouped at the lowest level for which there are separately identifiable cash flows.

1.8 Financial instruments

Financial Assets

The entity classifies its financial assets in the following categories: at fair value through profit or loss, loans and receivables, and available for sale. The classification depends on the purpose for which the financial assets were acquired. Management determines the classification of its financial assets at initial recognition.

Annual Financial Statements for the year ended 31 March 2009

Accounting Policies continued

Financial assets at fair value through profit or loss

Financial assets at fair value through profit or loss are financial assets held for trading. A financial asset is classified in this category if acquired principally for the purpose of selling in the short term. Derivatives are also categorised as held for trading unless they are designated as hedges. Assets in this category are classified as current assets. The RTMC has not classified any of its financial assets in this category.

Loans and receivables

Loans and receivables are non derivative financial assets with fixed or determinable payments that are not quoted in an active market. They are included in current assets, except for maturities greater than 12 months after the Statement of Financial Position date. These are classified as non current assets. The corporations loans and receivables comprise 'trade and other receivables' and cash and cash equivalents in the Statement of Financial Position.

Available for sale financial assets

Available for sale financial assets are non derivatives that are either designated in this category or not classified in any of the other categories. They are included in non current assets unless management intends to dispose of the investment within 12 months of the Statement of Financial Position date.

Regular purchases and sales of financial assets are recognised on the trade date which is the date on which the Corporation commits to purchase or sell the asset. Investments are initially recognised at fair value plus transaction costs for all financial assets not carried at fair value through profit or loss. Financial assets carried at fair value through profit or loss are initially recognised at fair value and transaction costs are expensed in the Statement of Financial Performance. Financial assets are derecognised when the rights to receive cash flows from the investments have expired or have been transferred and the group has transferred substantially all risks and rewards of ownership. Available for sale financial assets and financial assets at fair value through profit or loss are subsequently carried at fair value. Loans and receivables are carried at amortised cost using the effective interest method. The RTMC has not classified any of its financial instruments into this category.

Trade and other receivables

Trade receivables are measured at initial recognition at fair value, and are subsequently measured at amortised cost using the effective interest method. Appropriate allowances for estimated irrecoverable amounts are recognised in profit or loss when there is objective evidence that the asset is impaired. Significant financial difficulties of the debtor, probability that the debtor will enter bankruptcy or financial reorganisation, and default or delinquency in payments (more than 30 days overdue) are considered indicators that the trade receivable is impaired. The allowance recognised is measured as the difference between the asset's carrying amount and the present value of estimated future cash flows discounted at the effective interest rate computed at initial recognition.

The carrying amount of the asset is reduced through the use of an allowance account, and the amount of the loss is recognised in the Statement of Financial Performance within operating expenses. When a trade receivable is uncollectible, it is written off against the allowance account for trade receivables. Subsequent recoveries of amounts previously written off are credited against operating expenses in the Statement of Financial Performance.

Trade and other receivables are classified as loans and receivables.

When a trade receivable is uncollectable, it is written off against the provision for impairment. Subsequent recoveries of amounts previously written off are credited to the Statement of Financial Performance.

Trade and other payables

Trade payables are initially measured at fair value, and are subsequently measured at amortised cost, using the effective interest method.

Annual Financial Statements for the year ended 31 March 2009

Accounting Policies continued

Cash and cash equivalents

Cash and cash equivalents comprise cash on hand and demand deposits, and other short term highly liquid investments that are readily convertible to a known amount of cash and are subject to an insignificant risk of changes in value. These are initially and subsequently recorded at fair value.

For the purposes of the Cash Flow Statement, cash and cash equivalents comprise cash on hand and deposits held at call with banks and investments in money market instruments.

Bank overdrafts are recorded based on the facility utilised. Finance charges on bank overdrafts are expensed as incurred.

1.9 Employee benefits

Short term employee benefits

The cost of short term employee benefits, (those payable within 12 months after the service is rendered, such as paid vacation leave and sick leave, bonuses, and non monetary benefits such as medical care), are recognised in the period in which the service is rendered and are not discounted.

The expected cost of compensated absences is recognised as an expense as the employees render services that increase their entitlement or, in the case of non accumulating absences, when the absence occurs.

The expected cost of bonus payments is recognised as an expense when there is a legal or constructive obligation to make such payments as a result of past performance.

1.10 Provisions

Provisions are recognised when the Corporation has a present or constructive obligation as a result of past events, it is probable that an outflow of resources embodying economic benefits will be required to settle the obligation and a reliable estimate of the provision can be made. Provisions are reviewed at Statement of Financial Position date and adjusted to reflect the current best estimate. Non current provisions are discounted to the present value using a discount rate based on the average cost of borrowing to the Corporation. Provisions are not recognised for future operating losses.

1.11 Revenue recognition

Conditional grants and receipts:

Government grants are recognised when there is reasonable assurance that:

- a) the Corporation will comply with the conditions attaching to them; and
- b) the grants will be received.

Government grants are recognised as income over the periods necessary to match them with the related costs that they are intended to compensate.

A government grant that becomes receivable as compensation for expenses or losses already incurred or for the purpose of giving immediate financial support to the Corporation with no future related costs is recognised as income in the period in which it becomes receivable.

Interest income:

Interest income is recognised on a time proportion basis using the effective interest method. When a receivable is impaired, the Corporation reduces the carrying amount to its recoverable amount, being the estimated future cash flow discounted at

Annual Financial Statements for the year ended 31 March 2009

Accounting Policies continued

the original effective interest rate of the instrument, and continues unwinding the discount as interest income. Interest income on impaired loans is recognised using the original effective interest rate.

Sponsorship income:

Sponsorships are recognised on an accrual basis in accordance with the substance of the relevant agreement.

1.12 Unauthorised expenditure

Unauthorised expenditure is defined as expenditure that has not been budgeted, expenditure that is not in terms of the conditions of an allocation received from another sphere of government, municipality or organ of state and expenditure in the form of a grant that is not permitted in terms of the PFMA. Unauthorised expenditure is accounted for as an expense in the Statement of Financial Performance and where subsequently recovered, it is accounted for as income in the Statement of Financial Performance.

1.13 Fruitless and wasteful expenditure

Fruitless and wasteful expenditure is defined as expenditure that was made in vain and would have been avoided had reasonable care been exercised, therefore it must be recovered from:

- a responsible official (a debtor account should be raised); or
- the vote (if responsibility cannot be determined)

Such expenditure is treated as a current asset in the statement of financial position until such expenditure is recovered from the responsible official or written off as irrecoverable.

1.14 Irregular expenditure

Irregular expenditure is defined as expenditure, other than unauthorised expenditure, incurred in contravention or not in accordance with a requirement or any applicable legislation, the PFMA, the State Tender Board Act or any legislation providing for procurement procedures. Irregular expenditure is accounted for as expenditure in the Statement of Financial Performance and where subsequently recovered, it is accounted for as income in the Statement of Financial Performance.

1.15 Comparative figures

When the presentation or classification of items in the annual financial statements is amended, prior period comparative amounts are reclassified. The nature and reason for the reclassification is disclosed.

1.16 Standards issued not yet effective

Management has assessed standards issued but not yet effective and determined that they will not have a significant impact on the Corporations financial statements.

1.17 Borrowing costs

Borrowing costs are recognised as an expense in the period in which they are incurred.

Annual Financial Statements for the year ended 31 March 2009

Notes to the Financial Statements

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2. Advances

Advances

Cash Deposits

1 108 422

343 000

The amount relates to deposits paid on leased premises. An additional amount R 900 422 was paid in the current year to Mohlaleng Investment Holdings to enter into a lease commencing 1 August 2008 and expiring on 31 January 2020. An amount of R135,000, relating to prior year deposits was recovered from Magna FS.

3. Trade and other receivables

eNaTIS transaction fees due / reimbursive costs due

90 199 884

10 384 576

Prepayments

973 687

-

Sundry receivables

313 959

2 526

Department of Transport : AARTO reimbursive costs

11 721 308

1 228 409

Lease smoothing receivable

-

100 993

Department of Transport (Operating Account)

17 673 012

-

120 881 850

11 716 504

4. Non current assets held for sale

A decision was made in the prior year by the RTMC Board to sell the Property, Plant and Equipment detailed below. It was anticipated that the assets will be sold before 31 March 2009. During the current year circumstances that are beyond the corporation's control extended the period to complete the sale beyond one year. However there is sufficient evidence that the RTMC remains committed to its plan to sell the assets.

An impairment loss on motor vehicles of R 996 695 (2008 : R944 053) was recognised in the Statement of Financial Performance during the current financial year.

Non current assets held for sale

Property, plant and equipment

-

2 257

Computer Equipment

-

6 224

Office Equipment

-

4 390

Motor Vehicles (2007)

23 000

23 000

Motor Vehicles (2008)

65 000

65 000

88 000

100 871

An impairment loss of R12 871 was incurred in the current financial period for Non current assets held for sale.

Annual Financial Statements for the year ended 31 March 2009

Notes to the Financial Statements continued

Figures in Rand

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5. Cash and cash equivalents

Cash and cash equivalents consist of:

Petty cash	2 316	1 586
Cash at bank	26 433 086	131 899 732
AARTO current/call account	8 216 686	216
e Natis current/call account	37 420 716	4 861 919
Drivers licences current account	104	216
	72 072 908	136 763 669

6. Property, plant and equipment

	2009			2008		
	Cost / Valuation	Accumulated depreciation	Carrying value	Cost / Valuation	Accumulated depreciation	Carrying value
Leasehold improvements	3 092 606	(178 193)	2 914 413	-	-	-
Furniture and fixtures	3 444 239	(1 328 450)	2 115 789	4 357 163	(1 979 578)	2 377 585
Motor vehicles	20 287 671	(6 672 241)	13 615 430	12 549 764	(3 641 071)	8 908 693
Office equipment	552 518	(195 794)	356 724	426 428	(113 710)	312 718
Computer equipment	7 418 770	(2 639 670)	4 779 100	2 292 351	(1 442 746)	849 605
Total	34 795 804	(11 014 348)	23 781 456	19 625 706	(7 177 105)	12 448 601

Reconciliation of property, plant and equipment	2009	Opening Balance	Additions	Depreciation	Impairment loss	Total
Leasehold improvements		-	3 092 607	(178 194)	-	2 914 413
Furniture and fixtures		2 377 585	686 771	(657 431)	(291 136)	2 115 789
Motor vehicles		8 908 693	7 737 906	(2 034 474)	(996 695)	13 615 430
Office equipment		312 718	183 967	(110 178)	(29 783)	356 724
Computer equipment		849 605	5 403 248	(1 323 276)	(150 477)	4 779 100
		12 448 601	17 104 499	(4 303 553)	(1 468 091)	23 781 456

Reconciliation of property, plant and equipment 2008

	Opening Balance	Prior period correction	Additions	Classified as held for sale	Depreciation Restated	Impairment loss	Total
Furniture and fixtures	1 770 965	(24 625)	1 445 165	(2 257)	(811 663)	-	2 377 585
Motor vehicles	7 274 763	194 888	3 988 398	(88 000)	(1 517 303)	(944 053)	8 908 693
Office equipment	115 490	4 854	277 583	(4 390)	(80 819)	-	312 718
Computer equipment	908 520	61 743	519 420	(6 224)	(633 854)	-	849 605
	10 069 738	236 860	6 230 566	(100 871)	(3 043 639)	(944 053)	12 448 601

Annual Financial Statements for the year ended 31 March 2009

Notes to the Financial Statements continued

7. Intangible assets	2009			2008		
	Cost / Valuation	Accumulated amortisation	Carrying value	Cost / Valuation	Accumulated depreciation	Carrying value
Accident reporting system WIP	57 736 347	-	57 736 347	-	-	-
Computer software	3 203 105	(802 265)	2 400 840	708 155	(358 686)	349 469
Total	60 939 452	(802 265)	60 137 187	708 155	(358 686)	349 469

Reconciliation of intangible assets 2009	Opening Balance	Additions	Amortisation	Total
Accident reporting system WIP	-	57 736 347	-	57 736 347
Computer software	349 469	2 494 952	(443 581)	2 400 840
	349 469	60 231 299	(443 581)	60 137 187

Reconciliation of intangible assets 2008	Opening Balance	Prior period correction	Additions	Amortisation	Total
Computer software	405 010	(28 040)	140 217	(167 718)	349 469

8. Trade and other payables

Creditors and accruals	25 625 086	10 166 567
Department of Transport (Operating Account)	-	7 386 095
SARS (PAYE Liability)	234 430	121 950
Accrued employee costs	1 691 254	3 226 441
Lease smoothing liability (refer note 11)	2 150 237	-
Department of Transport (e NaTIS transaction fees)	90 199 884	4 861 919
AARTO Fines and penalties (TMPD)	8 216 686	-
Income received in advance (Traffic offence conference)	-	2 948
	128 117 577	25 765 920

9. Provisions

Reconciliation of provisions 2009	Opening Balance	Additions	Utilised during the year	Total
Bonus	604 793	906 516	(604 793)	906 516
13th Cheque	1 822 823	1 112 551	(2 375 339)	560 035
	2 427 616	2 019 067	(2 980 132)	1 466 551

Annual Financial Statements for the year ended 31 March 2009

Notes to the Financial Statements continued

9. Provisions (continued)

Reconciliation of provisions 2008

	Opening Balance	Additions	Utilised during the year	Total
Bonus	-	604 793	-	604 793
13th Cheque	217 093	1 822 823	(217 093)	1 822 823
	<u>217 093</u>	<u>2 427 616</u>	<u>(217 093)</u>	<u>2 427 616</u>

Annual Financial Statements for the year ended 31 March 2009

Notes to the Financial Statements continued

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10. Deferred revenue

Government grants

Deferred revenue consists of grant allocations received which will be utilised in the subsequent financial year.

Movement during the year

Restated opening balance	112 799 047	83 715 659
Grants allocations received	89 588 000	97 878 612
Department of Transport debtor	80 403 996	-
Grants utilised	(166 191 648)	(68 348 932)
Deferred revenue effect	561 305	-
Adjustment included in DOT deferred revenue	-	(446 292)
	117 160 700	112 799 047

Government grants relating to property, plant and equipment will be recovered through the useful life of the assets.

11. Lease smoothing liability

The lease smoothing liability is the difference between the lease expense and lease payment. The amount accrued relates to the rental of property located at Silver Lakes held with Mohlaleng Investment Holdings, and the rental of the photocopy machine held with Konica Minolta.

12. Accrued Employee Cost

Leave	-	-
Opening balance	3 149 204	1 076 073
Utilisation of provisions during the year	-	(1 076 073)
Accruals made during the year	(1 457 949)	3 149 204
Closing balance	1 691 255	3 149 204
Salary back pay	-	-
Opening balance	77 237	-
Utilisation of provisions during the year	(77 237)	-
Increase in accruals of 2.5% in salaries from April 2007	-	77 237
Closing balance	-	77 237
Total	1 691 255	3 226 441

Annual Financial Statements for the year ended 31 March 2009

Notes to the Financial Statements continued

Figures in Rand	2009	2008
13. Grant income	165 630 343	68 795 224
Government grant income		
14. Other income		
Arrive Alive sponsorship	-	5 000 000
Tender deposits received	78 500	156 500
Reflective jackets sold to traffic personnel	-	6 543
Statistical data	-	30 000
Discount received	6 424	-
	<u>84 924</u>	<u>5 193 043</u>
15. Operating Surplus		
Operating Surplus is stated after taking the following items into account:		
Operating lease charges		
Premises :		
Lease payments	7 035 414	2 086 173
Equipment :		
Lease payments	254 219	124 621
	<u>7 289 633</u>	<u>2 210 794</u>
Amortisation and impairment	1 924 543	1 139 811
Depreciation on property, plant and equipment	4 303 553	2 806 779
Audit fees	1 221 109	765 767
16. Finance revenue		
Interest revenue		
Interest received	10 510 536	8 495 523
Fair value adjustment creditors	2 970 048	169 734
	<u>13 480 584</u>	<u>8 665 257</u>
17. Finance costs		
Fair value adjustment debtors	2 384 477	578 892
Interest paid	24 262	7 310
	<u>2 408 739</u>	<u>586 202</u>

Annual Financial Statements for the year ended 31 March 2009

Notes to the Financial Statements continued

Figures in Rand

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18. Staff Costs

Salaries and wages

36 550 562

28 521 229

19. Staff turnover

During the current financial year RTMC retained 140 (2008:106) staff members which includes 3 (2008:4) staff members on secondment from the Department of Transport.

20. Cash (used in)/generated from operations

Surplus for the year

10 595 464

13 618 172

Adjustments for:

Depreciation on property, plant and equipment

4 303 553

2 806 779

Finance revenue

(10 510 536)

(8 495 523)

Finance costs

24 262

7 310

Impairment

1 480 962

944 053

Movements in provisions

(961 065)

2 210 523

Amortisation

443 581

195 758

Fair value adjustment creditors

(2 970 048)

(169 734)

Fair value adjustment debtors

2 384 477

578 892

Changes in working capital:

Inventories

-

42 800

Trade and other receivables

(109 165 346)

(10 443 108)

Advances

(765 422)

(135 000)

Trade and other payables

102 351 657

14 958 752

(2 788 461)

16 119 674

Annual Financial Statements for the year ended 31 March 2009

Notes to the Financial Statements continued

Figures in Rand	Basic	Allowances	Other Benefits	Total
21. Directors emoluments				
Executive				
2009				
R Rakgoale (CEO)	653 740	50 131	481 792	1 185 663
S Manamela (CFO)	499 150	-	332 766	831 916
A Lucen (SEM)	510 886	-	379 355	890 241
H Moyana (SEM)	497 570	44 791	290 249	832 610
T Tsholetsane (SEM)	497 570	38 541	290 249	826 360
G Botha (SEM)	505 594	106 367	298 288	910 249
	3 164 510	239 830	2 072 699	5 477 039
2008				
R Rakgoale (CEO)	200 741	91 012	26 096	317 849
S Manamela (CFO)	19 007	10 011	2 471	31 489
A Lucen (SEM)	32 425	21 624	8 094	62 143
H Moyana (SEM)	26 609	11 838	3 459	41 906
T Tsholetsane (SEM)	368 308	166 996	476 107	1 011 41
	647 090	301 481	516 227	1 464 798
Non executive				
2009				
JD Sampson	182 712	-	-	182 712
EM du Toit	67 635	-	-	67 635
TM Malaza	103 439	-	-	103 439
AM Mawela	194 337	-	-	194 337
HP van Tonder	102 384	-	-	102 384
MK Mafani	69 663	-	-	69 663
	720 170	-	-	720 170
2008				
JD Sampson	124 250	6 920	-	131 170
AM Swanepoel	11 784	765	-	12 549
EM du Toit	31 424	3 954	-	35 378
RJ Rakgoale	15 712	4 307	-	20 019
TM Malaza	25 532	5 705	-	31 237
HP van Tonder	23 568	12 343	-	35 911
AM Mawela	29 460	5 871	-	35 331
MK Mafani	25 532	7 273	-	32 805
	287 262	47 138	-	334 400

Annual Financial Statements for the year ended 31 March 2009

Notes to the Financial Statements continued

Figures in Rand	2009	2008
22. Related parties		
Related party transactions		
a) Transactions paid on behalf of the Road Traffic Management Corporation		
Salaries Department of Transport	36 550 562	28 521 229
Travel and accomodation Department of Transport	3 946 662	2 893 817
b) Key management		
Salaries and other short term employee benefits	5 477 039	1 464 798
c) eNatis transaction fees		
eNatis transaction fees debtors Department of Transport	90 199 884	10 384 576
eNatis transaction fees payable Department of Transport	90 199 884	-
eNatis transaction fees debtor/(creditor) Department of Transport	17 673 012	(7 386 095)
d) Accident Reporting System		
Accident reporting system debtor Department of Transport	57 736 347	-
e) AARTO fines and penalties		
AARTO fines and penalties payable Department of Transport	8 216 686	-
AARTO expenses incurred Department of Transport	11 721 308	-

23. Related parties information

The Corporation is governed by the Department of Transport (Executive Authority) in accordance with the PFMA.

Related party amounts have been disclosed on the Statement of Financial Position:

1) RTMC has collected eNatis transaction fees from the various provinces which have been utilised by RTMC for eNatis expenses incurred in preparation of RTMC managing the eNatis operating system. The excess transaction fees are transferred to the Department of Transport.

2) RTMC has incurred costs on behalf of the Department of Transport relating to the management of the Administrative Adjudication of Road Traffic Offences ("AARTO") fines and penalties.

24. Contingent Liability

The Road Traffic Management Corporation has disclosed a contingent liability

Annual Financial Statements for the year ended 31 March 2009

Notes to the Financial Statements continued

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for capped leave earned by employees who transferred to the corporation from the Department of Transport. There is uncertainty relating to whether the Road Traffic Management Corporation is liable to settle the obligation upon the employees death, retirement or being incapacitated. The maximum amount of the contingent liability was calculated based on the current salary levels of the employees affected. The maximum contingent liability is estimated at R2 651 366.

25. Prior Period Error

2008:

Some expenses relating to prior year 2007 2008 financial period were incorrectly excluded in the statement of financial performance:

The correction of the error(s) results in adjustments as follows:

Statement of Financial Position

Decrease in accumulated depreciation
Increase in trade and other payables
Effect on deferred revenue

67 592
<u>(513 884)</u>
<u>(446 292)</u>

26. Financial and Risk Management

Capital risk management

The Corporation is exposed to financial risk through its financial assets and financial liabilities.

The Board has overall responsibility for the establishment and oversight of the Corporation's risk management framework. The Board has established the Risk Management Committee, which is responsible for developing and monitoring the Corporation's risk management policies. The committee reports regularly to the Board on its activities.

The Corporation's risk management policies are established to identify and analyse the risks faced by the Corporation, to set appropriate risk limits and controls, and to monitor risks and adherence to limits. Risk management policies and systems are reviewed regularly to reflect changes in market conditions and the Corporation's activities. The Corporation, through its training and management standards and procedures, aims to develop a disciplined and constructive control environment in which all employees understand their roles and obligations.

Annual Financial Statements for the year ended 31 March 2009

Notes to the Financial Statements continued

Figures in Rand	2009	2008
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The Corporation's Audit Committee oversees how management monitors compliance with the Corporation's risk management policies and procedures and reviews the adequacy of the risk management framework in relation to the risks faced by the Corporation. The Corporation's Audit Committee is assisted in its oversight role by Internal Audit. Internal Audit undertakes both regular and ad hoc reviews of risk management controls and procedures, the results of which are reported to the Audit Committee.

The Corporation's exposure to risk, its objectives, policies and processes for managing the risk arising from its financial instruments and methods used to measure the Corporation's exposure to these risks, have not changed significantly from the prior year.

The Corporation does not have major exposure to credit, liquidity and market risk, which is described in more detail below.

Interest rate risk

The Corporation has limited exposure to credit risk. Cash and cash equivalents carry interest at a variable rate. The RTMC is not allowed to have an overdraft facility, in terms of the PFMA.

Equity price risk

The Corporation has no exposure to equity price risk.

Currency risk

The Corporation has no exposure to currency risk as it operates in the ZAR environment only.

Financial risk sensitivity analysis

Interest rate sensitivity

Interest received for the period	10 510 536	8 495 423
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A change of 100 basis points in the South African prime interest rate at the reporting date would have increased (decreased) the surplus by the amounts shown below. The analysis assumes that all other variables remain constant. The analysis is performed on the same basis for 2008.

Annual Financial Statements for the year ended 31 March 2009

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Figures in Rand	2009	2008
Increase of 100 basis points	453 745	1 186 782
Decrease of 100 basis points	(453 745)	(1 186 782)

Credit risk

Credit risk is the risk that one party to a financial instrument will cause a financial loss for the other party by failing to meet an obligation. Credit risk arises from cash and cash equivalents, and deposits with banks and financial institutions, as well as outstanding receivables and committed transactions. For Banks and financial institutions, only highly reputable financial institutions are used.

Trade and other receivables

The Corporation's exposure to credit risk is influenced mainly by the Department of Transport.

Due to the nature and mandate of the RTMC's activities, and the sector in which the RTMC operates, the RTMC works in an environment that deals mainly with the Department of Transport. There are no external sales value contracts. The exposure to credit risk will result if the Department of Transport fails to refund the RTMC for expenditure that the RTMC incurred and had already paid for. The exposure to credit risk will increase should the expenditure incurred not be approved by the Department of Transport.

The Corporation does not establish an allowance for impairment.

Credit risk exposure

The carrying amount of financial assets represents the maximum credit exposure at the reporting date.

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Concentrations of credit risk

The concentrations of credit risk for trade and other receivables are as follows:

Geographical Area (Provinces)

Gauteng	44 981 109	11 612 985
Eastern Cape	5 530 384	-
Free State	1 765 850	-
Kwa Zulu Natal	6 624 390	-
Limpopo	13 811 593	-
Mpumalanga	6 319 711	-
Northern Cape	15 072 428	-
North West	4 214 896	-
Western Cape	3 600 831	-
Total	<u>101 921 192</u>	<u>11 612 985</u>
Major receivables of the Corporation consists of the following customers:	-	-
Department of Transport	90 199 884	10 384 576
Department of Transport: AARTO Reimbursive costs	<u>11 721 308</u>	<u>1 228 409</u>
	101 921 192	11 612 985
The other receivables of the Corporation consists of the following	973 687	-
Prepayments	17 673 012	-
Department of Transport (Operating Account)	-	100 993
Lease Receivable	313 959	2 526
Sundry Receivables	<u>120 881 850</u>	<u>11 716 504</u>

The PFMA prohibits the Corporation to have any credit facility. The RTMC has limited credit risk exposure as all its cash and cash equivalents are placed with highly reputable financial institutions.

AARTO is included in Gauteng as the expenses were incurred for the JMPD & TMPD which are in Gauteng.

Annual Financial Statements for the year ended 31 March 2009

Notes to the Financial Statements continued

Ageing of Financial Assets

The following table provides information regarding the credit quality of assets which expose the Corporation to credit risk:

	Financial assets that are past due but not impaired					Total carrying amount
	Neither past due nor impaired	0-2 months	3-5 months	More than 5 months	Impaired financial assets	
2009						
Trade and other receivables	51 079 950	33 344 028	-	35 484 185	-	119 908 163
Cash and cash equivalents	72 072 908	-	-	-	-	72 072 908
Advances	1 108 422	-	-	-	-	1 108 422
	124 261 280	33 344 028	-	35 484 185	-	193 089 493

	Financial assets that are past due but not impaired					Total carrying amount
	Neither past due nor impaired	0-2 months	3-5 months	More than 5 months	Impaired financial assets	
2008						
Trade and other receivables	1 331 928	10 384 576	-	-	-	11 716 504
Cash and cash equivalents	136 763 669	-	-	-	-	136 763 669
Advances	343 000	-	-	-	-	343 000
	138 438 597	10 384 576	-	-	-	148 823 173

There are no financial assets that would have been past due or impaired had the terms not been renegotiated for the current or prior year. The trade debtors have been present valued to reflect their fair value.

Impairment losses Trade and other receivables

The Corporation did not need to provide for impairment of its Trade and other receivables and there have been no write offs in the current or prior year.
Security and collateral

The Corporation does not have collateral or other credit enhancements for its credit risk exposure from financial assets during the current or prior year. In addition, there were no instances during the current or prior year where the Corporation has taken possession on any collateral it holds as security.

Annual Financial Statements for the year ended 31 March 2009

Notes to the Financial Statements continued

Market risk

Market risk is the risk that changes in market prices, such as interest rate, foreign exchange rates and equity prices will affect the value of the Corporation's financial assets and the amount of the Corporation's financial liabilities.

The objective of market risk management is to manage and control market risk exposures within acceptable parameters, while optimising the return on risk. The nature of the Corporation's exposure to market risk and its objectives, policies and procedures for managing market risks have not changed significantly from the prior period. Refer below for more detail.

27. Financial assets by category

The accounting policies for financial instruments have been applied to the line items below:

Based on the historical information and the nature of debtors, there is no concerns regarding recoverability.

2009	Loans and receivables	Assets at fair value through profit and loss	Derivatives used for hedging	Available for sale	Total
Trade and other receivables	119 908 163	-	-	-	119 908 163
Cash and cash equivalents	72 072 908	-	-	-	72 072 908
Advances	1 108 422	-	-	-	1 108 422
	193 089 493	-	-	-	193 089 493
2008					
	Loans and receivables	Assets at fair value through profit and loss	Derivatives used for hedging	Available for sale	Total
Trade and other receivables	11 716 504	-	-	-	11 716 504
Cash and cash equivalents	136 763 669	-	-	-	136 763 669
Advances	343 000	-	-	-	343 000
	148 823 173	-	-	-	148 823 173

Annual Financial Statements for the year ended 31 March 2009

Notes to the Financial Statements continued

28. Financial liabilities by category

The accounting policies for financial instruments have been applied to the line items below:

2009	Liabilities at FV through profit and loss	Derivatives used for hedging	Other financial liabilities	Total
Trade and other payables	-	-	128 117 577	128 117 577
2008	Liabilities at FV through profit and loss	Derivatives used for hedging	Other financial liabilities	Total
Trade and other payables	-	-	25 765 920	25 765 920

Annual Financial Statements for the year ended 31 March 2009

Notes to the Financial Statements continued

Figures in Rand

2009

2008

29. Commitments

Authorised expenditure

The following commitments has been made for outstanding work in terms of contracts awarded during the year but not effected in the accounting records:

Expansion of Patrol Car Project	-	5 994 413
Road Traffic Offence Survey	-	3 535 299
HR & Payroll	-	350 094
AARTO Learning & Training Material	3 479 591	4 612 889
AARTO Publicity & Communication Material	-	16 363 503
Operationalisation of AARTO	-	861 305
Internal Audit Outsourcing	483 236	1 574 250
Project eForce	-	5 925 977
Supply Blue Lights per Patrol Cars	-	620 940
Accident reporting system	7 740 928	-
ERP system development	33 737 062	-
Website development	70 034	-
Tshwane road traffic offence survey	851 280	-
Policy review project	63 265	-
Alignment & formatting of AARTO learning material	157 206	-
IT management solution	9 586 106	-
Audit of Grade 1-9 learner and educator support material	5 000 000	-
Extension of after hours call centre	174 220	-
Financials policies review	294 422	-
National road traffic offence survey	1 946 578	-
Information system support	1 248 239	-
Scholar patrol uniforms & equipment	2 335 395	-

Operating leases – as lessee

Minimum lease payments due

Buildings

within one year	15 741 630	407 218
between 1 year and 5 years	198 720 504	-
greater than five years	446 930 987	-
	661 393 121	407 218

Equipment

within one year	189 873	86 622
between 1 year and 5 years	345 484	-
greater than five years	-	-
	535 357	86 622

Annual Financial Statements for the year ended 31 March 2009

Notes to the Financial Statements continued

Figures in Rand

2009

2008

RTMC leases its operating buildings from Mohlaleng Investment Holdings commencing 1 August 2008. The monthly rentals are R441,000 with a yearly escalation of 8.5%. The lease expires on 31 January 2020.

RTMC also leases two photocopy machines from Konika Minolta commencing from 1 July 2008 and 1 February 2009. The monthly rentals payable are R5,641 and R9,599 respectively with a yearly escalation of 10%. The leases will expire on 30 June 2011 and 31 January 2012 respectively.

30. Irregular expenditure

Irregular expenditure

Opening Balance	2 897 236	1 665 082
Charges for the year Salaries to employees in excess of approved limits	-	1 232 154
Charges for the year Purchase of furniture without advertisement on an open tender	499 890	-
Charges for the year Service provider appointed without following proper procedure	98 947	-
	-	-
Expenditure condoned	-	-
Purchase of furniture without advertisement on an open tender (2008)	(1 232 154)	-
Purchase of furniture without advertisement on an open tender (2009)	(499 890)	-
	1 764 029	2 897 236

The condonation for furniture without advertisement on an open tender was received on 29 June 2009.

The remaining balance, including the effect of salaries, is still awaiting condonation.

Fruitless and Wasteful expenditure

Opening balance	690 747	70 135
Charges Interest paid for overdraft	471	7 310
Charges Flight	-	3 722
Charges Accommodation	-	25 352
Charges Rental paid for unoccupied premises	390 894	584 228
Charges Employees paid after resignation date	147 032	-
Charges Interest on late settlement of suppliers	69 062	-
Charges SARS PAYE Interest and penalties	47 947	-
Condonation	-	-
	1 346 153	690 747

Annual Financial Statements for the year ended 31 March 2009

Detailed Income Statement

Figures in Rand		2009	2008
	Note(s)		
31. Income Tax			
<p>The Corporation is exempt from income tax as an institution established by Law for the purposes of section 10 1(cA) (i) of the Income Tax Act. Annual returns of income together with supporting documentation, such as financial statements must be submitted to the Tax Exemption Unit. The institution must also adhere to the following requirements, i.e. No profits or gains will be distributed to any person, the funds will be utilised solely for investment or object for which it was established and on the dissolution of the institution the remaining assets must be transferred to any body with objects similar to those of the institution and which is itself exempt from income tax in terms of section 10 (1) (cA) (i) of the Act or the State.</p>			
32. VAT			
<p>The RTMC is a Schedule 3(a) entity in terms of the PFMA. These entities fall within paragraph (b) (i) of the definition of "enterprise" as these entities are regarded as public authorities with effect from 1 April 2005. Unless the entities make taxable supplies which are similar to those in the private sector and have been notified by the Commissioner to register their activities, the RTMC is generally out of scope for VAT purposes and does not have to register for VAT. However, the RTMC erroneously registered for VAT during the current financial year. The RTMC is not of the view that it renders any taxable supplies and are in the process of VAT deregistration.</p>			
Revenue			
Grant income		165 630 343	68 795 224
Other income			
Other income		84 924	5 193 043
Interest received	16	13 480 584	8 665 257
		13 565 508	13 858 300
Expenses (Refer to next page)			
		(166 191 648)	(68 449 150)
Operating surplus			
Finance costs	15	13 004 203	14 204 374
	17	(2 408 739)	(586 202)
		10 595 464	13 618 172

The supplementary information presented does not form part of the annual financial statements and is unaudited

Annual Financial Statements for the year ended 31 March 2009

Detailed Income Statement

Figures in Rand	2009	2008
Operating expenses	881 077	498 865
Accounting fees	2 695 146	1 491 882
Advertising	471 396	-
Assets written off	1 221 109	765 767
Auditors remuneration	26 217	14 333
Bank charges	628 038	354 284
Board fees	67 207	224 063
Cleaning	24 411	19 543
Computer expenses	180 570	304 043
Conferences	5 940 696	528 708
Consulting fees	5 756 700	3 946 590
Depreciation, amortisation and impairment	361 435	21 895
Entertainment and catering	10 941 832	-
eNaTIS recoverable expenses	47 947	-
Fines and penalties	347 914	25 113
Furniture removal cost	36 560	175 375
General expenses	338 892	-
Insurance	7 289 633	2 210 794
Lease rentals on operating lease	6 251	3 284
Motor vehicle expenses	40 458	-
Plant and sanitation rental	489 810	334 945
Postage and courier	2 571 365	898 463
Printing and stationery	49 504 006	21 014 986
Projects Appropriation	993 854	-
Projects eNaTIS	31 454 664	1 371 279
Projects AARTO	71 513	564 778
Repairs and maintenance	36 550 562	28 521 229
Salaries and wages	93 936	251 052
Security	827 312	739 705
Staff training and development	65 555	-
Storage and warehouse	33 911	68 755
Subscriptions and membership fees	2 025 924	993 525
Telephone and fax	3 946 662	2 893 817
Travel and accommodation	259 085	212 077
Utilities	-	-
	166 191 648	68 449 150

The supplementary information presented does not form part of the annual financial statements and is unaudited

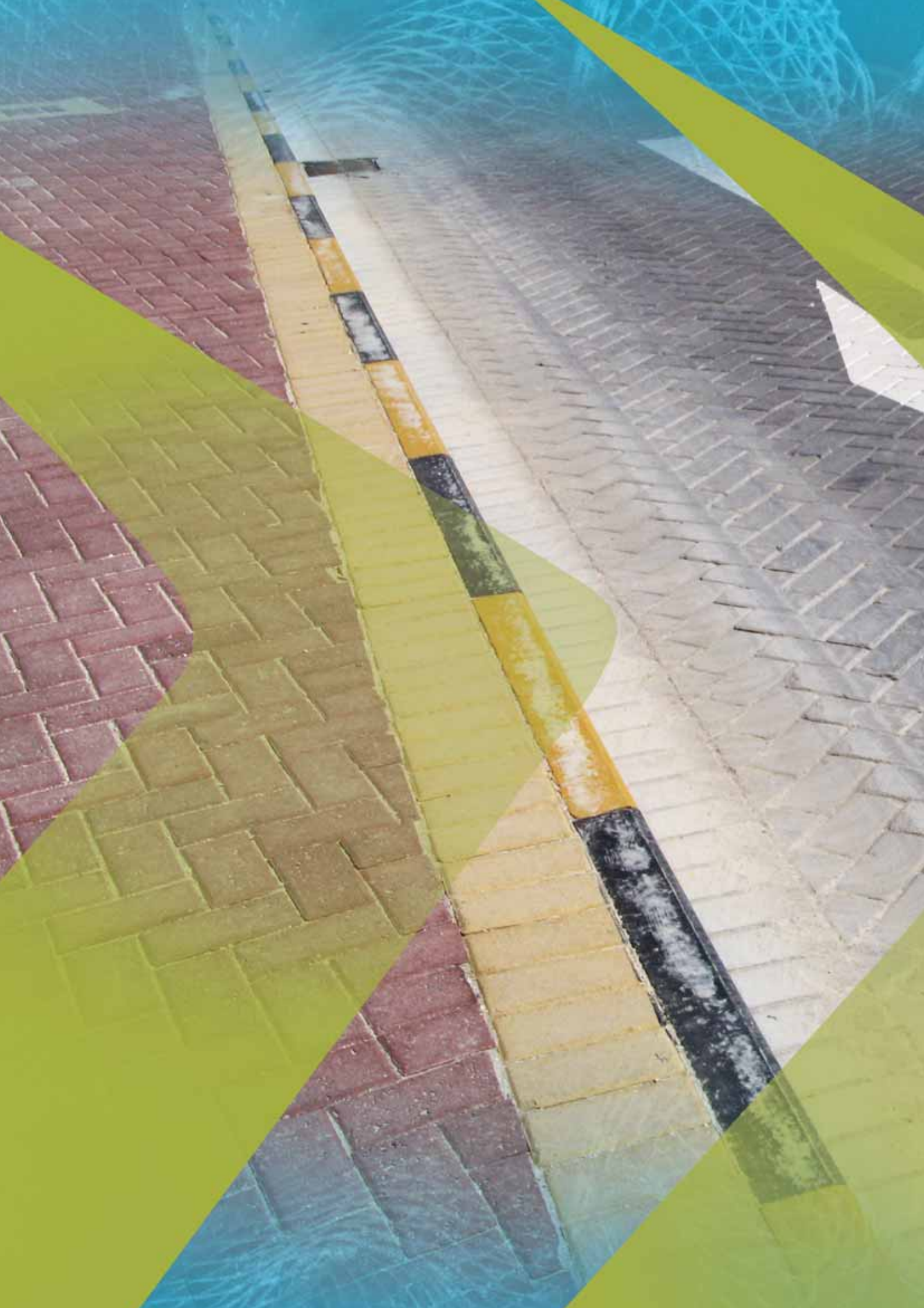
Acronyms

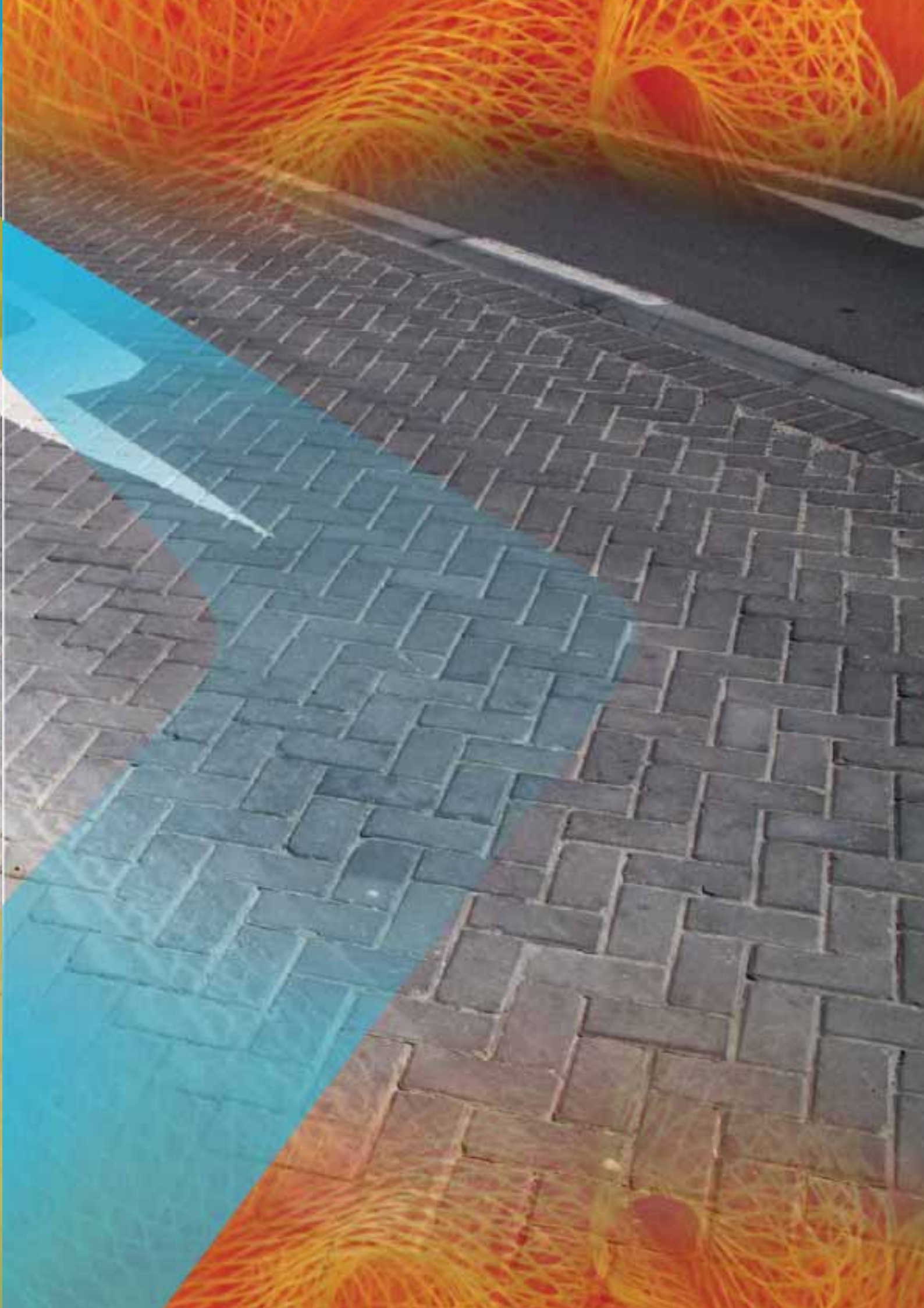
AARTO	Administrative Adjudication of Road Traffic Offences
AG	Auditor-General
ASGISA	Accelerated and Shared Growth Initiative for South Africa
Authorities	Road Traffic Authorities
BEE	Black Economic Empowerment
Corporation	Road Traffic Management Corporation
CBRTA	Cross Border Road Transport Agency
DOT	Department of Transport
DOTY	Driver of the Year
CCMA	Commission for Conciliation, Mediation and Arbitration
CEO	Chief Executive Officer of RTMC
CIO	Chief Information Officer
EDL	Examiners for Driving Licenses
EHWP	Employee Health and Wellness Programme
eNaTIS/NaTIS	National Traffic Information System
ERP	Enterprise Resource Plan
EoV	Examiners of Vehicles
EVI	Electronic Vehicle Identification
EXCO	Executive Committee of the Corporation
FAR	Fixed Asset Register
GAAP	General Acceptable Accounting Practice
GRSP	Global Road Safety Partnerships
HMV	Heavy Motor Vehicle
IAS	Internal Audit Services
IT	Information Technology
ITMPO	Institute of Traffic and Municipal Police Officers
LETCOM	Law Enforcement Technical Committee
LGSETA	Local Government Sector Education and Training Authority
MANCO	Management Committee of the Corporation
MEC	Member of Executive Council
MTEF	Medium Term Expenditure Framework
NAR	National Accident Register
NCR	National Crash Register
NRTA	National Road Traffic Act
OHS	Occupational Health and Safety
PFMA	Performance Finance Management Act
PMDS	Performance Management and Development System
PERSAL	Personnel Salary System
PTMC	Provincial Traffic Management Committee
SANRAL	South African National Road Agency Limited
SANTACO	South African National Taxi Council
SITA	State Information Technology Agency
SLA	Service Level Agreement
RAF	Road Accident Fund
RPL	Record of Prior Learning
RTEC	Road Traffic Education Committee
RTIA	Road Traffic Infringement Agency
RTMC	Road Traffic Management Corporation
RTMCC	Road Traffic Management Coordinating Committee
RTMS	Road Traffic Management System
RTSMC	Road Traffic Safety Management Committee
SALGA	South African Local Government Association
SAPS	South African Police Services
SAQA	South African Qualification Authority
SDLC	Smart Drivers License Card
SETA	Sector Education and Training Authority
SGB	Standard Generating Body
TOR	Terms of Reference

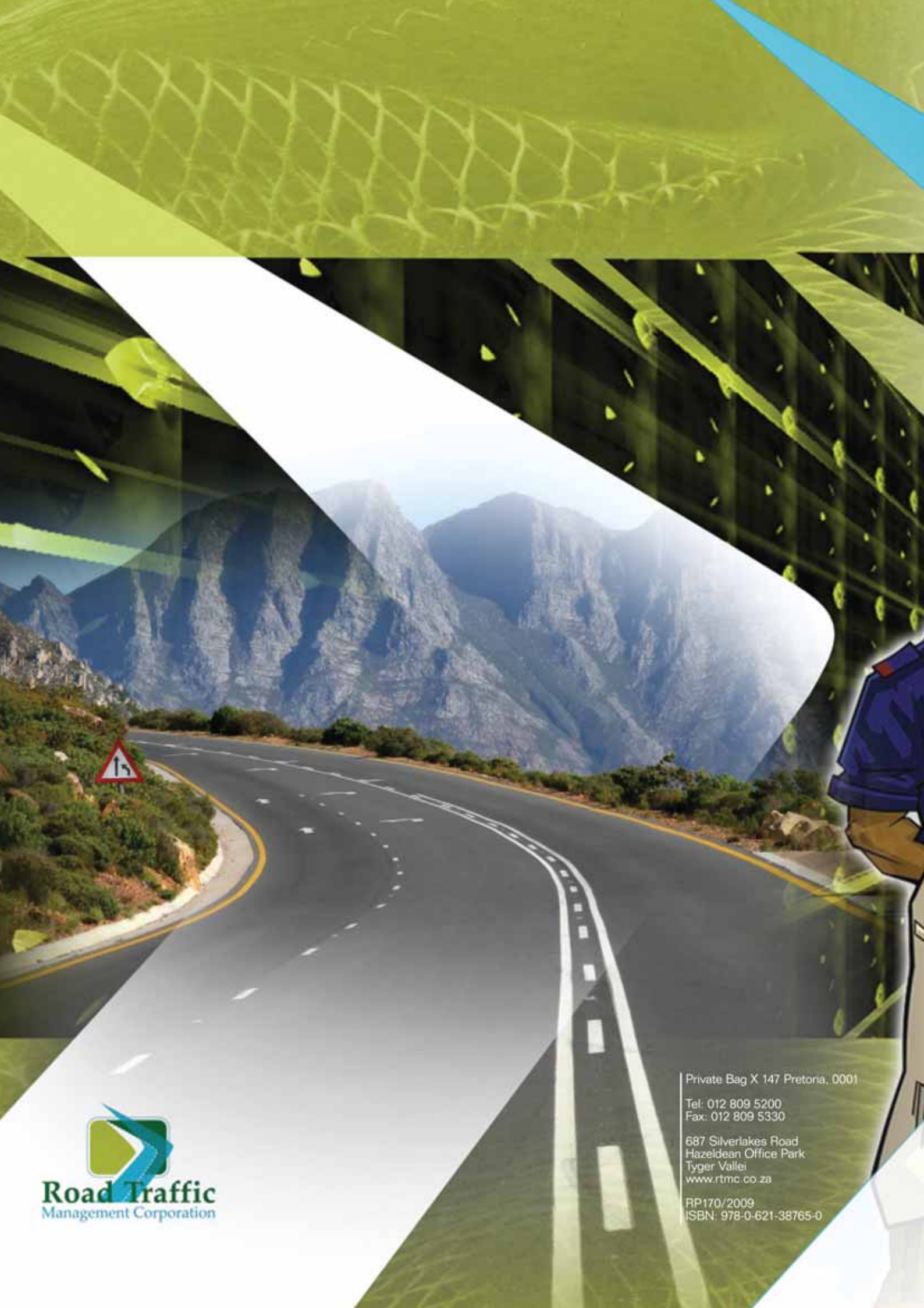
Acronyms

WITS
WSP

University of Witwatersrand
Workplace Skills Development Plan







Private Bag X 147 Pretoria, 0001
Tel: 012 809 5200
Fax: 012 809 5330
687 Silverlakes Road
Hazeldean Office Park
Tyger Vallei
www.rtmc.co.za
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