Road Traffic
Management Corporation

Welcome and opening of the summit

Presentation by the Chief Strategy Officer

The RTMC strategic thrust

Vision

The Road Traffic Management Corporation vision is:

"SAFE ROADS IN SOUTH AFRICA"

The Corporation is committed to the reduction of road trauma by creating a safe road environment through implementation of strategies and evaluation thereof.

Mission

The Corporation endeavours to ensure **Safe, Secure** and **Responsible** use of roads in South Africa through:

- Education
- Enforcement
- Engineering
- Evaluation
- Planning and Coordination
- Partnerships

Lead Agency Role

- Development of coherent national road safety strategy to respond to key national, regional and global priorities

- Coordination, Planning and alignment of interventions across the country to achieve the desired outcomes

- Data management through collection, monitoring and evaluation of programmes to measure the performance and effectiveness of the implemented programmes

The RTMC is a Member of the United Nations Road Safety Collaboration, Representing Lead Agencies on Road Safety

Lead Agency Role Continued...

- Road safety research and development (developing capacity for multi-disciplinary research and knowledge transfer)
- Implementation of national campaigns to reach as many people as possible,
- Determination of norms and standard for road safety and traffic personnel
- Increasing private sector participation
- Identification of alternative funding avenues for road safety and traffic

The RTMC Lead Agency Role is in line with the Decade of Action for Road Safety – 2011-2020

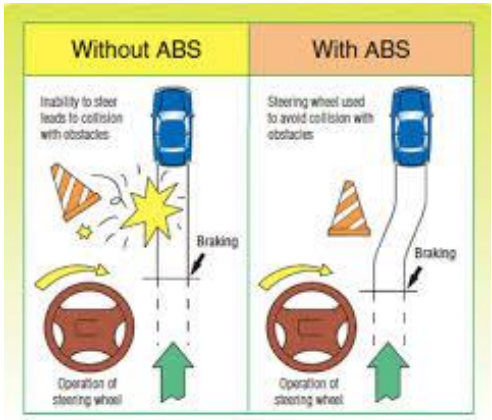
There is a need to address the issue of vehicle standards and law enforcement thereof – is aligned to the Decade of Action fro Road Safety global plan

Road Traffic Management Corporation

The Five Pillars of a Decade of Action				
Pillar 1	Pillar 2	Pillar 3	Pillar 4	Pillar 5
				
Road Safety Management	Safe Roads and Mobility	Safer Vehicles	Safer Road Users	Post-Crash Responses

Enhanced vehicle standards play a crucial role in minimising the impact or avoiding a road crash

Electronic Stability Control



Anti-lock Braking System

Crumple Zone

Airbags and Crumple Zone

...of which the impact on the South African economy is significant

Road Traffic Management Corporation

The Impact of Road Crashes on the Healthcare System | Automobile ...
https://www.aa.co.za/about/.../the-impact-of-**road-crashes**-on-the-health**care**-syste.html
The estimation of unit **costs of road traffic accidents** in South Africa showed that the total **cost** of

Road accidents 'rob SA of 10th of GDP' | Economy | BDlive
www.bdlive.co.za/economy/2013/01/11/**road-accidents**-rob-sa-of-10th-of-gdp
Jan 11, 2013 - APART from the tragic **cost** to lives, South Africa's high **accident** rate has an economic **cost** estimated by Transport Minister Ben Martins at ...

Listen: Road Accident Fund insol...
Moneyweb.co.za - 07 Sep 201...
Why **RAF** CEO Eug... ...cident ... our work, we've recei... ...ause we are ... In ma...

Car accidents cost SA economy **R306 billion**. The Road Accident Fund (RAF) spends up to **R1.5 billion** a month covering victims of road accidents in South Africa. This is according to the SABC, citing deputy transport minister, Sindisiwe Chikunga at the launch of Road Safety Week dubbed 'Children and Roads, SavekidsLives'. May 4, 2015

The legislative guidance on vehicle standards is guided by the National Road Traffic Act

Road Traffic Management Corporation

- Chapter 5 of the NRTA focuses on vehicle fitness

42 Certification of roadworthiness required in respect of motor vehicle

(1) No person shall operate a motor vehicle which is not in a roadworthy condition on a public road.

(2) No person shall operate a motor vehicle on a public road unless the requirements in respect of a certification of roadworthiness contemplated in subsection (4) in relation to such motor vehicle are complied with, and except in accordance with the conditions of such certification of roadworthiness.

44 Notice to discontinue operation of motor vehicle

(1) If a motor vehicle is not roadworthy a traffic officer or an examiner of vehicles may, by notice in the prescribed form served on the driver, owner or operator of such vehicle, direct that such vehicle shall not be operated on a public road or that such vehicle shall only be operated on the prescribed conditions.

(2) The manner in which and circumstances under which the traffic officer or examiner of vehicles may issue a notice referred to in subsection (1), and the further steps which shall or may be taken in respect of the vehicle concerned, shall be as prescribed.

Minister Dipuo Peters: Closure of the 2nd Global Road Safety Conference – 19 November 2016

"South Africa's road safety machinery will be focusing on the following priorities:

Continued support for Road Traffic Management Systems (RTMS) and the implementation of (SANS1395) for ISO39001, including a focus on Government Fleet, Public Transport and the Mines"

As the leading agency, we recognise the need to address these challenges with all stakeholders

Road Traffic Management Corporation

RMI
RETAIL MOTOR INDUSTRY ORGANISATION

SARF
better roads

Road Traffic Management Corporation

Vehicle Manufacturers

NRCS
national regulator for compulsory specifications

SABS
South African Bureau of Standards

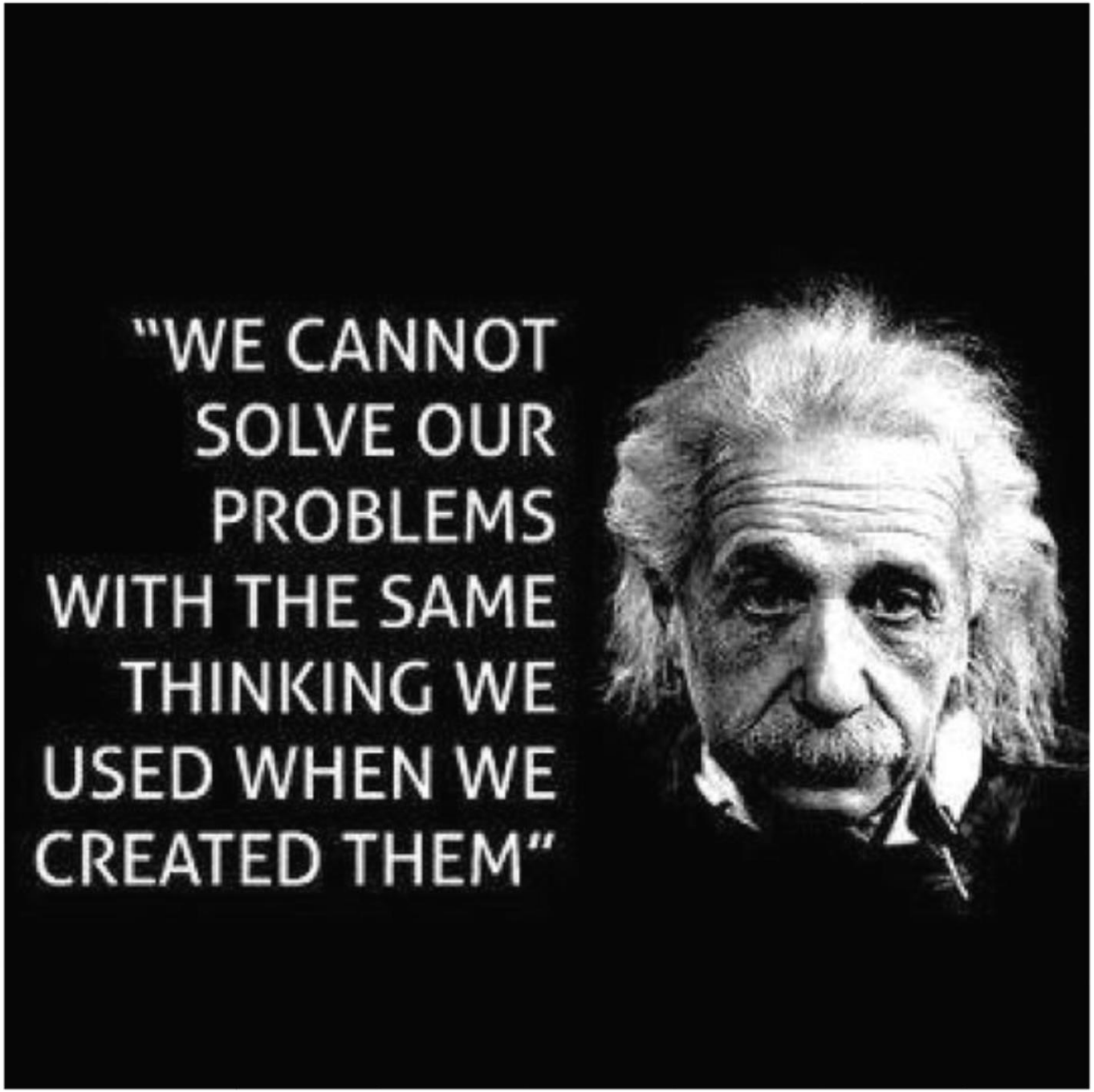
RTMS
Accredited Vehicle

Freight Industry

transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA

CSIR
our future through science

SABOA
SOUTHERN AFRICAN BUS OPERATORS ASSOCIATION


"WE CANNOT SOLVE OUR PROBLEMS WITH THE SAME THINKING WE USED WHEN WE CREATED THEM"

The programme is structured as follows

Road Traffic Management Corporation

Vehicle Standards & Systems Summit towards Safe Roads in South Africa

26-27 September 2016; CSIR Conference Centre

Day 1; 26 September 2016
VEHICLE SYSTEMS & STANDARDS

08:30 – 09:30 Registration

OPENING SESSION

(Facilitator – Me. R. Mongale, RTMC)

09:30 – 10:00 Welcome – RTMC, Refilwe Mongale

10:00 – 10:20 Operator Compliance Accreditation Scheme (OCAS) - C-BRTA, Sipho Khumalo

10:20 – 10:40 Decade of Action – NDoT, Thandi Moya

10:40 – 11:00 National Road Safety Strategy – RTMC, Motselisi Juma

11:00 – 11:20 SANS Standards – SABS, Yvonne Ndlhovu

The programme is structured as follows (cont'd)

Road Traffic Management Corporation

DAY 1 - SESSION 1: SANS 39001 (ROAD TRAFFIC SAFETY MANAGEMENT SYSTEMS)

(Facilitator – Mr. T. Ndebele, RTMC)

11:20 – 11:40	SANS 39001 – P Mohan, NDoT
11:40 – 12:15	Discussion and Way Forward
12:15 – 13:00	Lunch

DAY 1 - SESSION 2: SANS 1395 (RTMS - ROAD TRANSPORT MANAGEMENT SYSTEMS)

(Facilitator – Mr. T. Ndebele, RTMC)

13:00 – 13:15	Background & introduction to self-regulation - P Nordengen, CSIR
13:15 – 13:30	Certification requirements – O Naidoo, JC Auditors / SANAS
13:30 – 13:45	Govt. fleet case study – W Janse van Rensburg, CoCT Electricity Support Services
13:45 – 14:00	Consignor/consignee case study – B Ojwang, SA Breweries
14:00 – 14:30	Discussion
14:30 – 15:00	Refreshments

The programme is structured as follows (cont'd)

Road Traffic Management Corporation

DAY 1 - SESSION 3: MINIMUM VEHICLE STANDARDS IN SOUTH AFRICA

(Facilitator – P. Mohan, NDoT)

15:00 – 15:20	Introduction to Minimum Vehicle Standards - NDoT
15:20 – 15:40	South African 'entry-level' vehicle safety report - Andley Wu, AA
15:40 – 16:00	Minimum Vehicle Standards - Light motor Vehicles – NRCS, T Kaula / P Snyman
16:00 – 16:20	Minimum Vehicle Standards – Heavy Vehicles - NRCS, T Kaula / P Snyman
16:20 – 16:40	Minimum Vehicle Standards – Buses - NRCS, T Kaula / P Snyman
16:40 – 17:00	Minimum Vehicle Standards – Motorcycles - NRCS, T Kaula / P Snyman
17:00 – 17:30	Discussion

The programme is structured as follows (cont'd)

Road Traffic Management Corporation

Day 2; 27 September 2016 PBS – PERFORMANCE BASED SMART TRUCK PROJECT	
DAY 2 - SESSION 1:	**PBS – INTRODUCTION**
(Facilitator – Chief N. Jolingana, RTMC)	
09:00 – 09:20	Introduction to PBS – PBS history – P Nordengen
09:20 – 09:40	PBS from a SAB Perspective – R Noble
09:40 – 10:00	Smart Truck pilot project in South Africa – P Nordengen
10:00 – 10:30	PBS Safety standards – R Berman
10:30 – 11:00	Refreshments

The programme is structured as follows (cont'd)

Road Traffic Management Corporation

DAY 2 - SESSION 2: PBS - INTERNATIONAL PERSPECTIVE

(Facilitator – Dr. H. Moyana, RTMC)

11:00 – 11:20	PBS in Australia (legislation) – P Nordengen
11:20 – 11:40	PBS assessments (example) – R Berman
11:40 – 12:10	PBS Infrastructure standards – P Nordengen
12:10 – 12:30	PBS vehicles in Australia – R Berman
12:30 – 13:30	Lunch

DAY 2 - SESSION 3: PBS - SOUTH AFRICAN PERSPECTIVE

(Facilitator – Me R. Mongale, NDoT)

13:30 – 13:50	PBS vehicles in South Africa – P Nordengen
13:50 – 14:10	Monitoring of Smart Trucks in SA – P Nordengen
14:10 – 14:30	Discussion
14:30 – 15:00	Summary & Resolutions (Task Team) – T. Ndebele, RTMC

Videos

Road Traffic
Management Corporation

Thank You

Etiyel Chibira
Senior Manager: Research

THE OPERATOR COMPLIANCE ACCREDITATION SCHEME

Presentation to Vehicle Standards and Systems Summit

26 September 2016

CROSS-BORDER ROAD TRANSPORT AGENCY






OUTLINE OF THE PRESENTATION

1. Introduction
2. Objectives
3. OCAS & C-BRTA Mandate
4. OCAS & Policy Alignment
5. OCAS Framework
6. Working Modalities
7. Accreditation Criteria
8. Risk Management
9. Stakeholder Interface
10. Targeted Achievements
11. Beneficiaries
12. OCAS Alignment with Other Initiatives
13. Implementation Plan
14. Conclusion

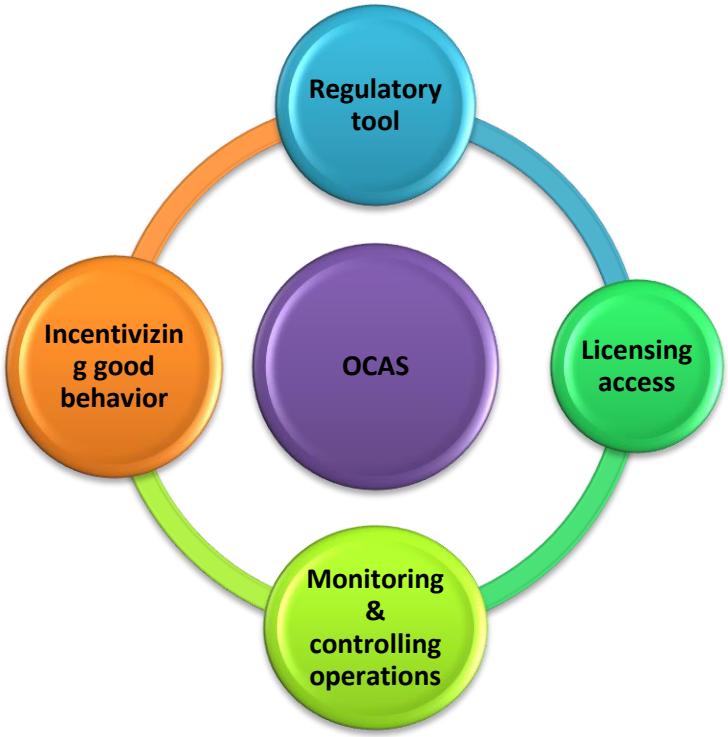
CROSS-BORDER ROAD TRANSPORT AGENCY






1 Introduction

What is OCAS?



The Operator Compliance Accreditation Scheme (OCAS) is a regulatory tool that is being developed for certifying & licencing operators who want to do cross-border road transport operations.

- A Risk based regulatory tool that seeks to enable regulatory authorities to monitor the conduct of road transport operators and quality of operations more efficiently and cost effectively- for compliance (ISO39001).
- A tool that creates a common regulatory platform for recognition and incentivising good behaviour (self-regulation: SANS1395) for cross border road transport operators by regulatory authorities in the region.
- Supports the implementation of the Decade of Action Global Road Safety Plan with respect to transporting goods and people.
- It is principled on less regulation, simplified regulation, cost effectiveness and use of defined industry standards.
- Aimed at improving compliance to regulatory requirements, safety, transport efficiency and overall service delivery
- Enhances industry productivity.
- SADC implementation (also suit domestic environment).

2 The Major Objectives of OCAS

The Operators challenges and Needs

- Reduce bottlenecks and long delays
- Improve dependability, reliability
- Reduce high cost of doing business
- Enhance productivity and capital efficiency
- Improve driver health and wellness
- Improve operator management systems
- Incentives for compliance

CROSS-BORDER ROAD TRANSPORT AGENCY






2 The Major Objectives of OCAS

Meeting Regulatory Needs

- Improved compliance
- Improved safety and national security
- Enabling seamless compliant traffic flow
- Ensuring law enforcement resources optimisation
- Infrastructure preservation
- Improved transport and trade facilitation
- Enabling mandate & service delivery
- Harmonising law enforcement, procedures and standards of operations
- Promoting self regulation & market liberalization
- Improving safety, security, reliability, quality and efficiency of transport services

CROSS-BORDER ROAD TRANSPORT AGENCY






3 OCAS & Mandate of C-BRTA

Why development of OCAS?

OCAS is a tool that will enable the C-BRTA and fellow regulatory authorities to fully, efficiently and cost effectively implement their mandate and support self-regulation:

- OCAS will lead to unimpeded flow by road of freight and passengers in the region through better coordination, reduced stoppages and duplications in corridors
- OCAS will empower the cross-border road transport industry to regulate themselves incrementally to improve safety, security, reliability, quality and efficiency of services.
- OCAS will effectively reduce operational constraints faced by the cross-border road transport industry: multiple stoppages in corridors, delays, longer transit times, high costs, accidents, low productivity, corruption etc.
- OCAS will empower the cross-border road transport industry to maximise business opportunities through reducing time wastages in corridors, shorter turn around times, more productive time, return trips, more loads.
- OCAS is a steppingstone leading to liberalisation of market access for freight road transport

4 OCAS & Policy Alignment

SADC Protocol TCM objectives

Bilateral Cross-Border Road Transport Agreements objectives

Support country level economic & developmental objectives

- OCAS will enable SADC to achieve key regional policy objectives -SADC PTCM.
- OCAS will enhance attainment of the NDP objectives.
- OCAS will enable SA to fulfil bilateral obligations with respect to cross-border road transport movements facilitation.
- OCAS is aligned to the direction being taken in the review of the White Paper, RFS, NFLS and Roads Policy with respect to quality regulation, promotion of self-regulation, improving road safety and transport productivity.
- OCAS will enable road transport to effectively support regional trade, regional integration and socio-economic development.

CROSS-BORDER ROAD TRANSPORT AGENCY






5 Framework of OCAS

Key Parameters of OCAS?

- An accreditation mechanism for compliant operators
- OCAS government management system
- Incentives extended to compliant operators
- Set of business rules and standards
- ICT (Operator registration, System operation)
- A risk management mechanism
- A points demerit system based on operator profiles

CROSS-BORDER ROAD TRANSPORT AGENCY






6 Working Modalities

Government develops rules and standards for regulating

Operators develop in-house management systems (RTMS)

Govt registration & accreditation of operators, drivers vehicles

Periodic audits, inspections to determine the risk profile

Extension of benefits to accredited operators based on performance

Collaboration, sharing information, coordination between regulatory authorities

CROSS-BORDER ROAD TRANSPORT AGENCY






7 Accreditation Criteria

- Fleet maintenance and roadworthiness management
- Driver fitness and fatigue management
- Loading dimensions, restraint and mass management
- Speed management
- Route adherence management
- Cross-border road transport document requirements

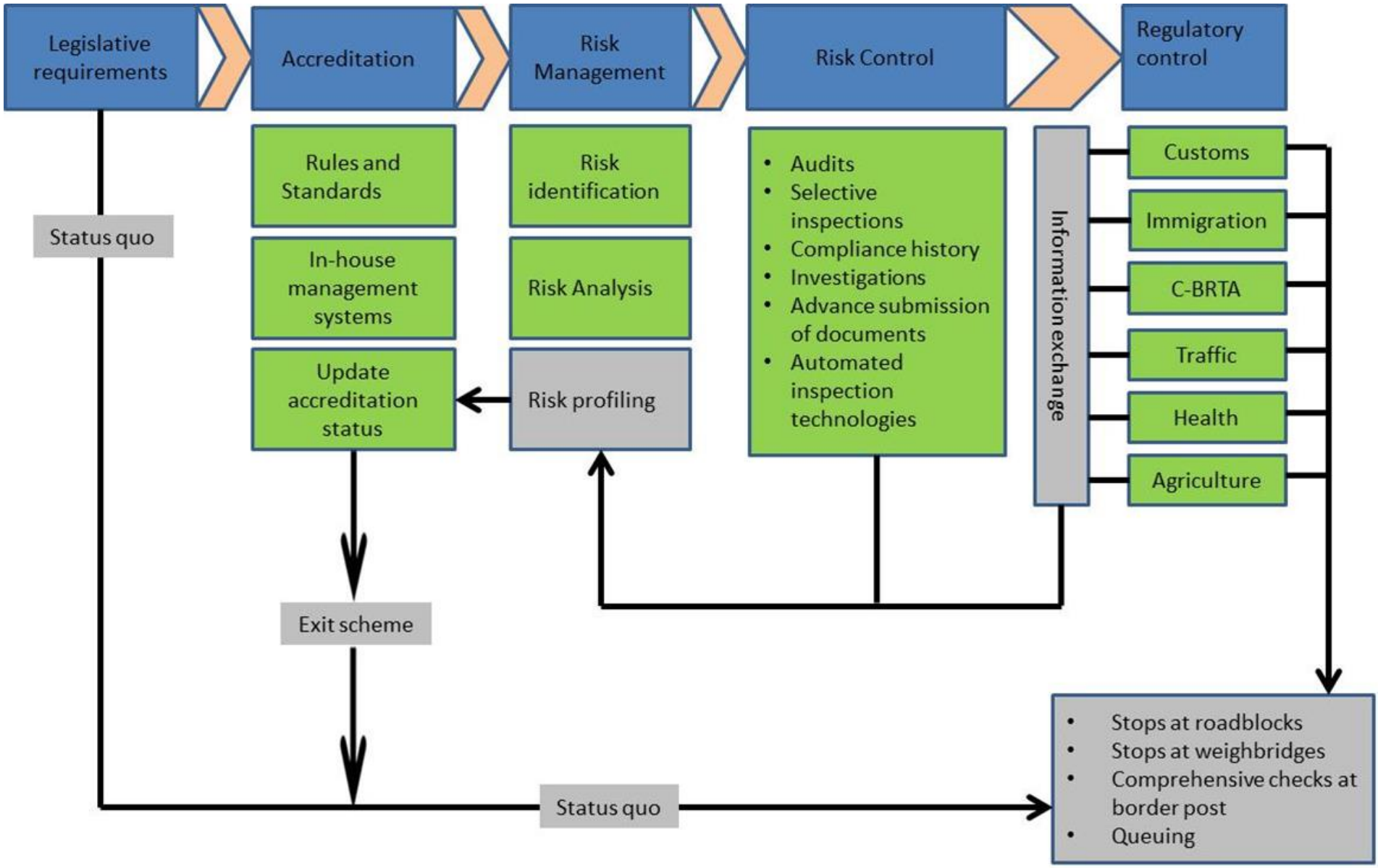
Operators to put management systems that are audited and certified by regulatory authorities

CROSS-BORDER ROAD TRANSPORT AGENCY



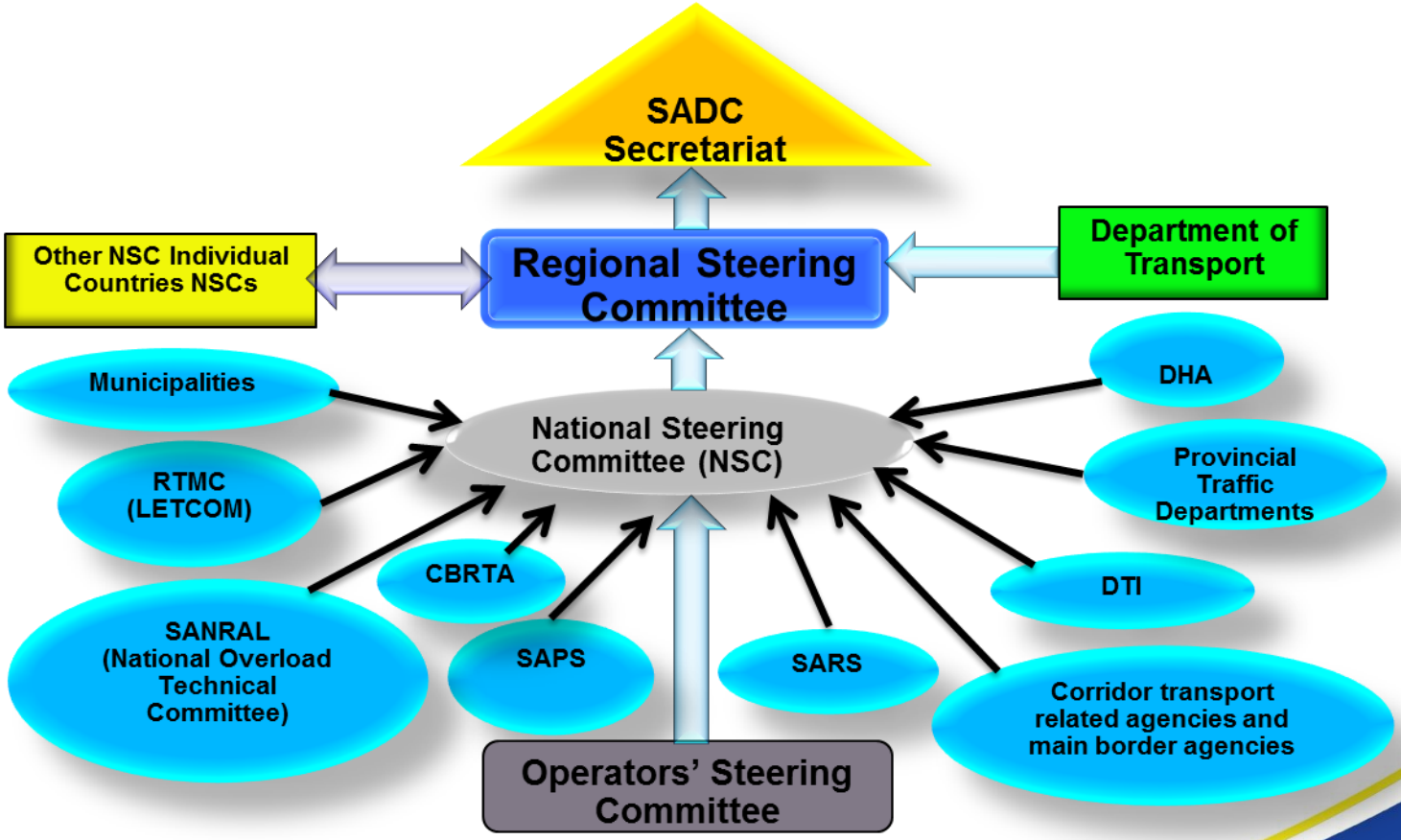



8 Risk Management



9 Stakeholder Interface

Making OCAS work- Domestic



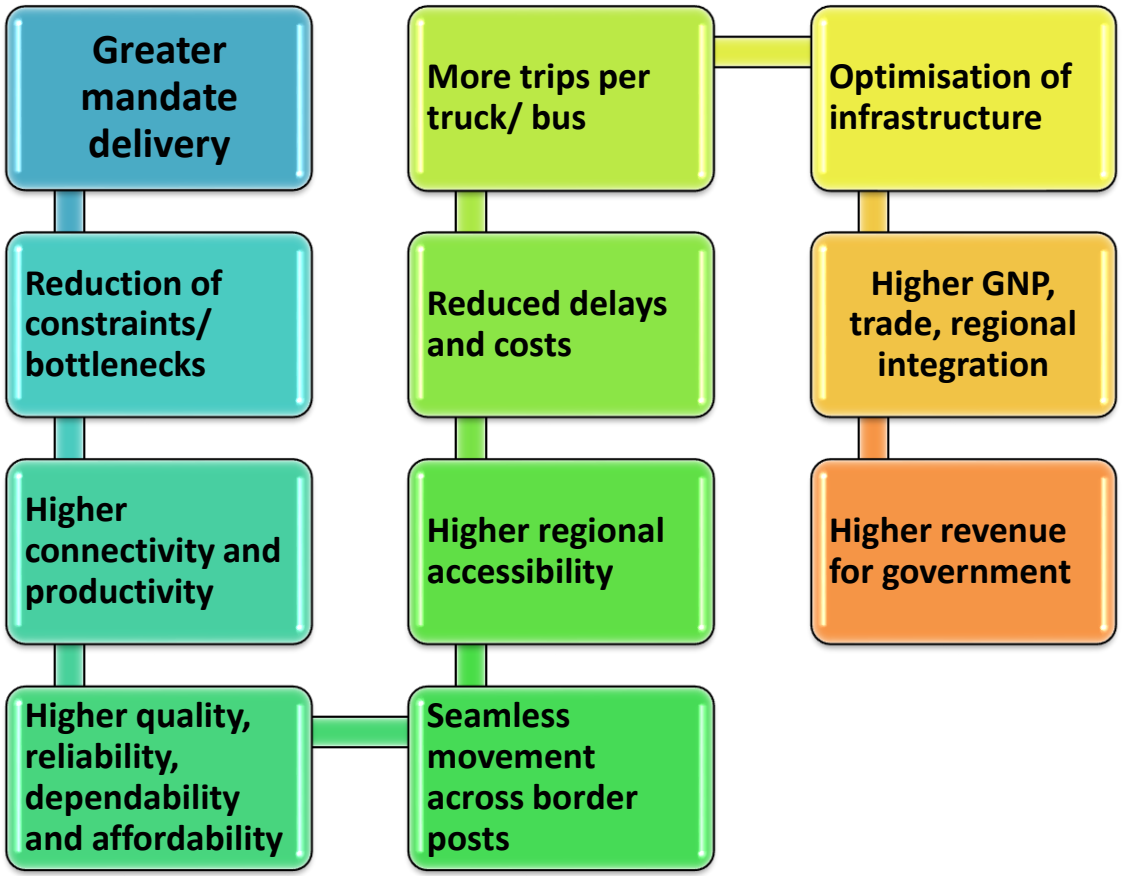
CROSS-BORDER ROAD TRANSPORT AGENCY

9 Stakeholder Interface

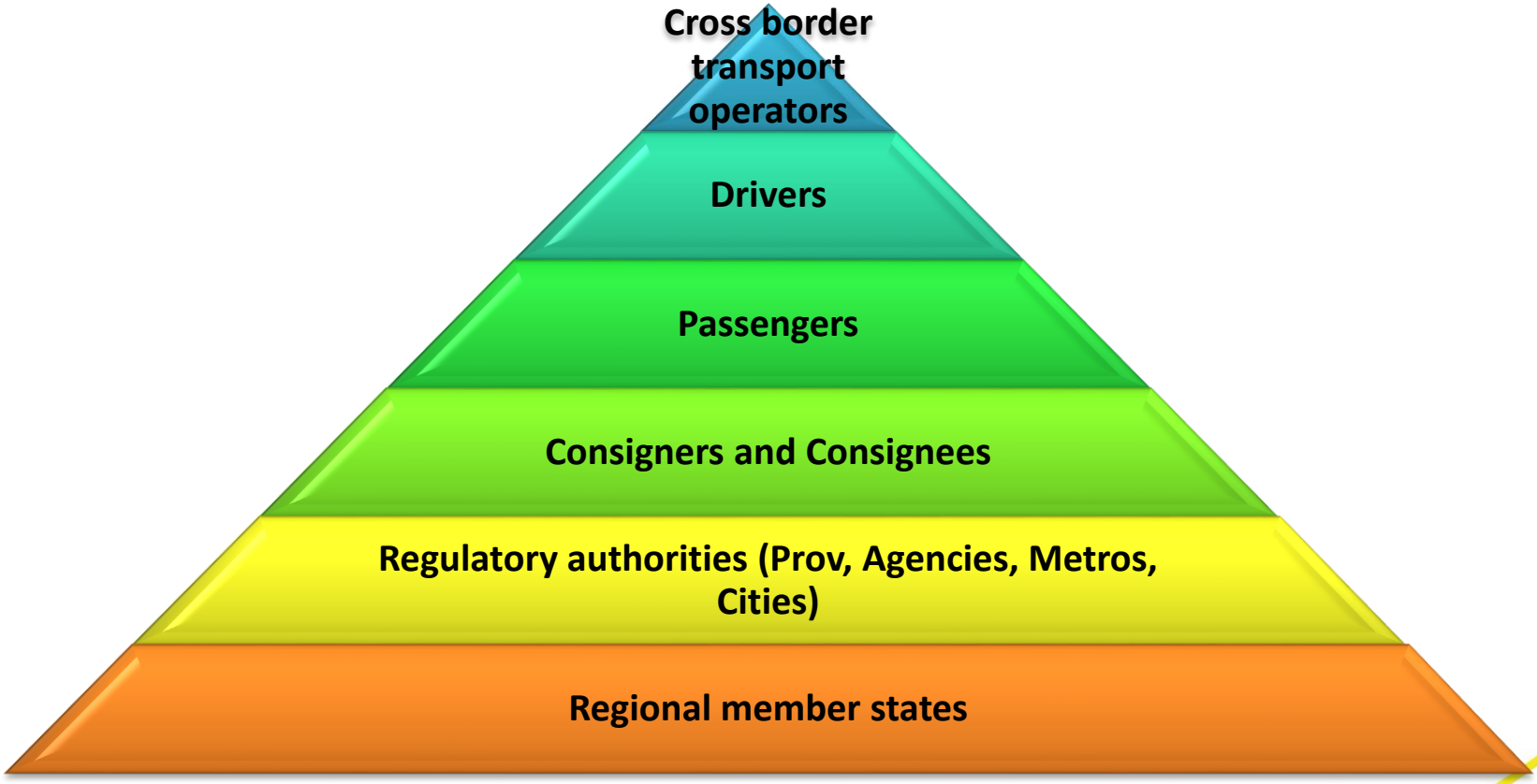
Making OCAS work- Regional

CROSS-BORDER ROAD TRANSPORT AGENCY

10 What OCAS will Achieve

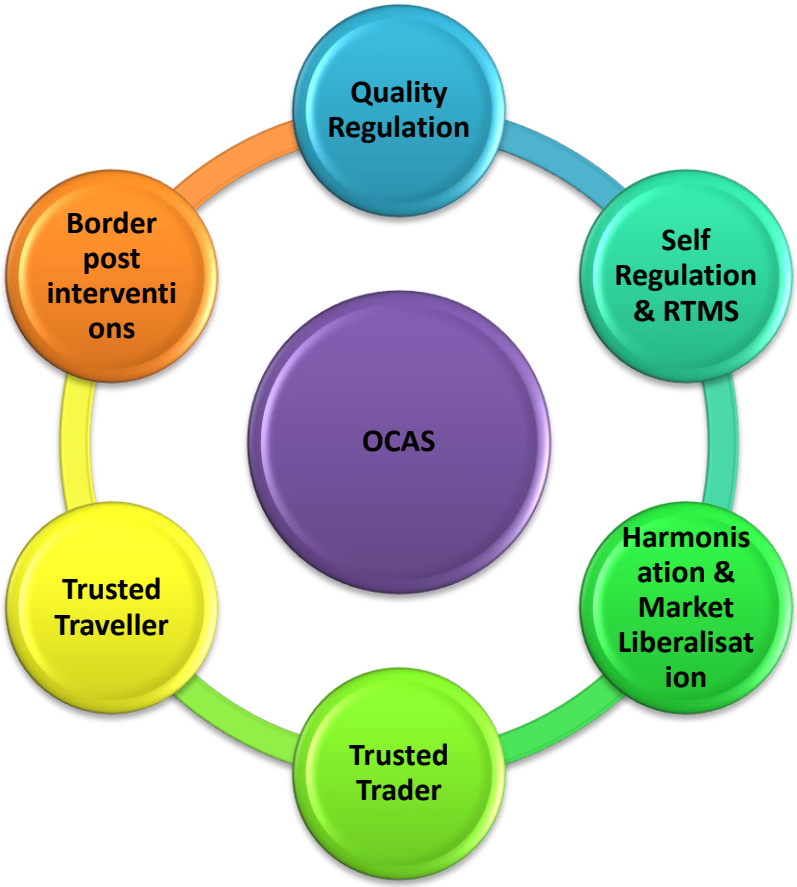


11 Beneficiaries



CROSS-BORDER ROAD TRANSPORT AGENCY

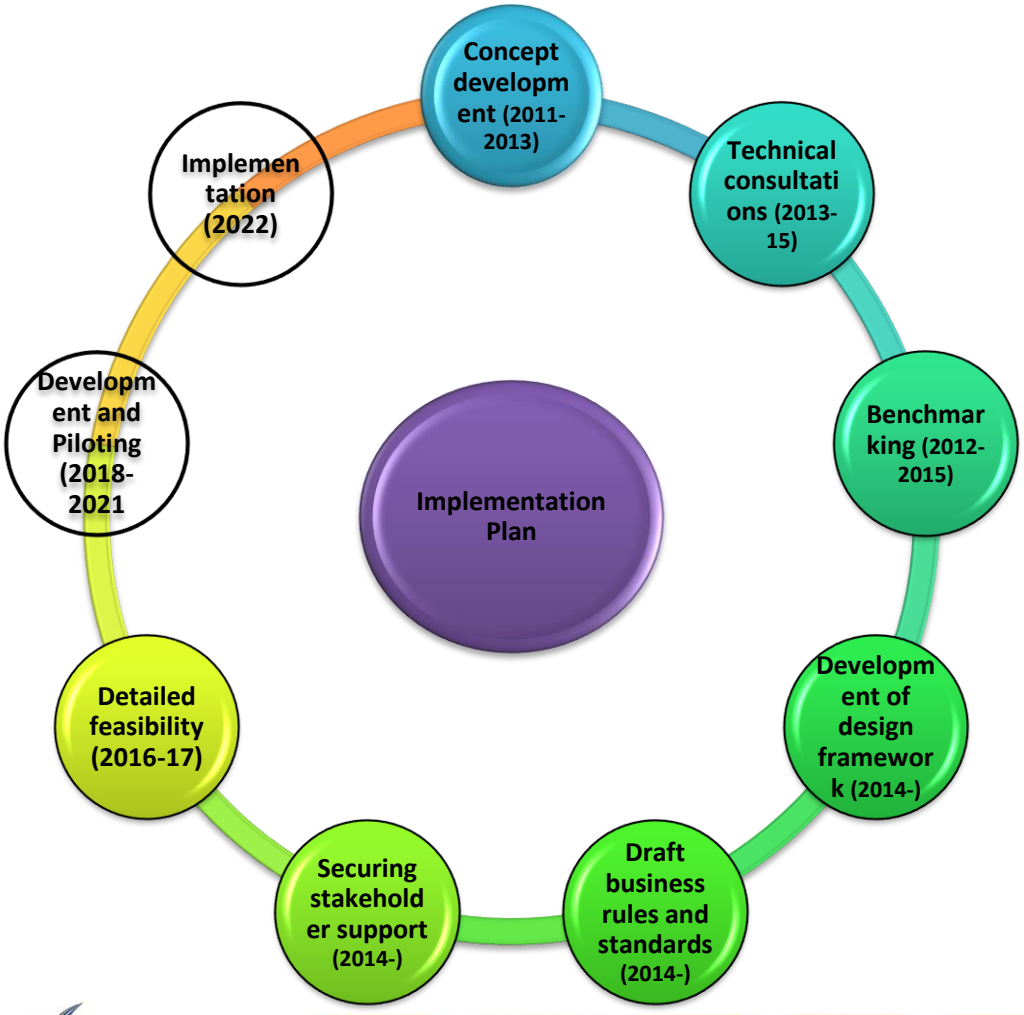
12 OCAS & Other Initiatives



- OCAS integrates with other risk-based initiatives to enhance transport and trade value chains performance in the region.
- OCAS creates regulatory capacity for recognition of self-regulation i.e. incentives and concessions
- Supports & enable the migration from Quantity to Quality Regulation (SADC,EAC & COMESA Tripartite Program).
- Creates regulatory platform to control & monitor operational quality in support of self-regulation.
- A tool that leads to harmonisation: of regulatory framework & transport market liberalisation.
- A tool that Integrates with Trusted Trader & Trusted Traveller programs.

Improving compliance, safety, harnessing efficiency, productivity & cost effectiveness

13 Implementation Plan

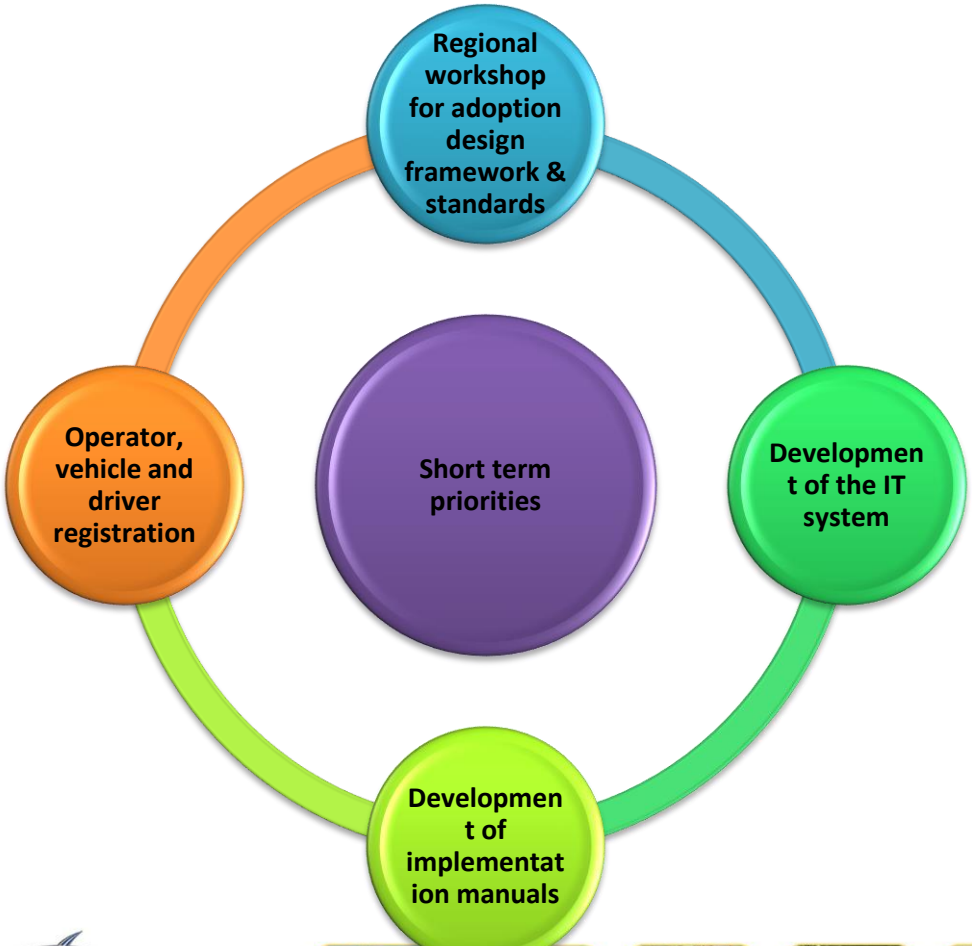


- Implementation will take a staggered /step by step approach in order to enable operators to adapt to OCAS requirements, standards and rules.
- A transformation period will be allowed in order for operators particularly SMMEs to build capacity.
- The Agency will provide capacity building to SMMEs, through training and development of user manuals.

CROSS-BORDER ROAD TRANSPORT AGENCY

14 Conclusion

Short term priorities



Piloting

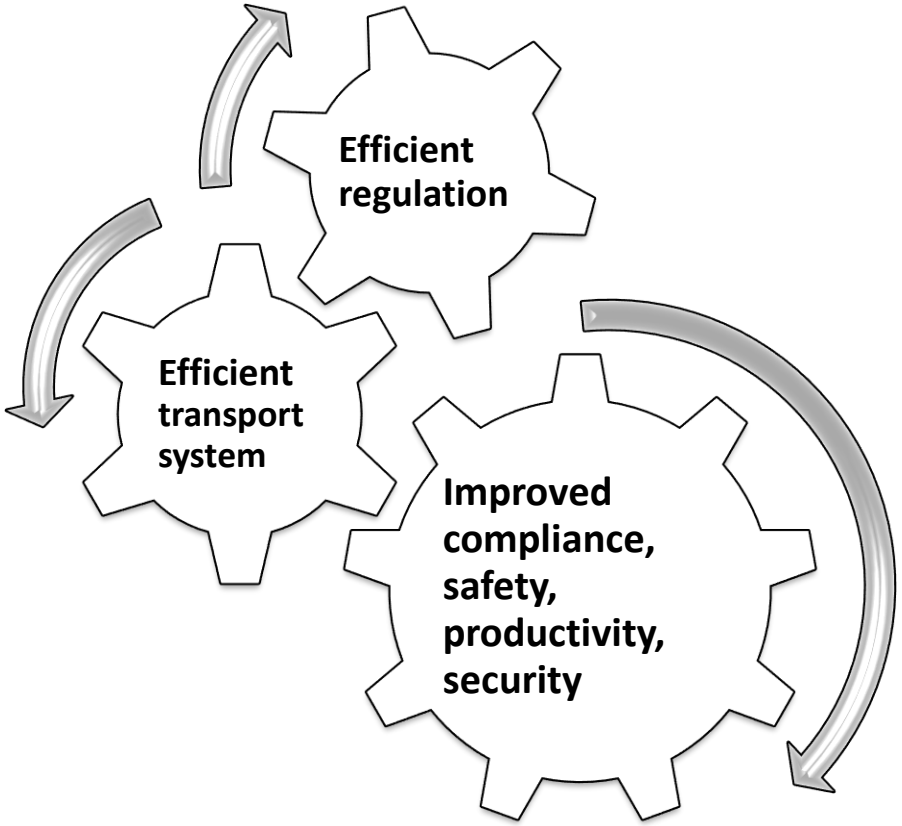
- Piloting aimed to commence in 2019.
- Piloting will commence in one corridor.

Anticipated challenges

- Inter-country integration and alignment.
- Integration with other systems.
- Lack of appropriate skills.
- Inertia and managing change.
- Funding in some countries.

CROSS-BORDER ROAD TRANSPORT AGENCY

Questions and Discussion



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

THE DECADE OF ACTION FOR ROAD SAFETY "SOUTH AFRICAN CONTEXT"

PRESENTATION BY THANDI MOYA

DEPARTMENT OF TRANSPORT

DECADE OF ACTION FOR ROAD SAFETY 2011 - 2020

Road Traffic Management Corporation

THE INCEPTION OF THE DECADE

- In 2009 Nov, the first global Ministerial Conf on Road Safety
- In March 2010 the United Nations General Assembly resolution proclaimed a
- Decade of Action for Road Safety 2011-2020 (A/64/255)1 with a goal of stabilizing and then reducing the forecasted level of road traffic fatalities around the world by increasing activities conducted at national, regional and global levels.
- The resolution calls upon Member States to implement road safety activities,
- particularly in the areas of road safety management, road infrastructure, vehicle
- safety, road user behaviour, road safety education and the post-crash response.

RESOLUTION (A/64/255)1

- The Resolution taken –
- World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, prepare a global Plan for the Decade of Action
- The Global Plan would then serve as a guiding document to support the implementation of its objectives by countries

RESOLUTION CONT.:

- The Plan for the Decade would have to recognize the importance of ownership at national and local levels, and of involving multiple sectors and agencies.

- The fact that activities/initiatives towards achieving the goal of the Decade should be implemented at the most appropriate level and the involvement of a variety of sectors (transport, health, police, justice, urban planning etc) should be encouraged.

- Nongovernmental organizations, civil society, and the private sector should be included in the development and implementation of national activities towards
- meeting the Decade's goals.

- Partnership and coorperation is highly encouraged in the Decade Plan

GLOBAL MAGNITUDE OF THE PROBLEM

- On a global context, road traffic injuries are among the three leading causes of death for people between 5 and 44 years of age.

- Unless immediate and effective action is taken, road traffic injuries are predicted to become the fifth leading cause of death in the world, resulting in an estimated 2.4 million deaths each year.

SOUTH AFRICAN MAGNITUDE OF THE PROBLEM

- The average annual number of fatalities on our roads: 14 000
- The average annual number of fatal crashes on our roads: 11 000
- Poor human behaviour remains the largest contributor to fatalities.
- The most common time for fatalities is between 22h00 to 06h00.
- Thursday night to Sunday night is the most dangerous period claiming the biggest number of fatalities. Saturday night being the highest.

WHY A DECADE OF ACTION

- **The time is right for accelerated investments.**
- • Growing problem
- • Major risk factors and effective countermeasures
- understood.
- • Increased political will.
- • Collaborative structures in place.
- • Support from international bodies and leaders.
- **A decade = opportunity for long-term and coordinated**
- **activities in support of national and local road safety.**

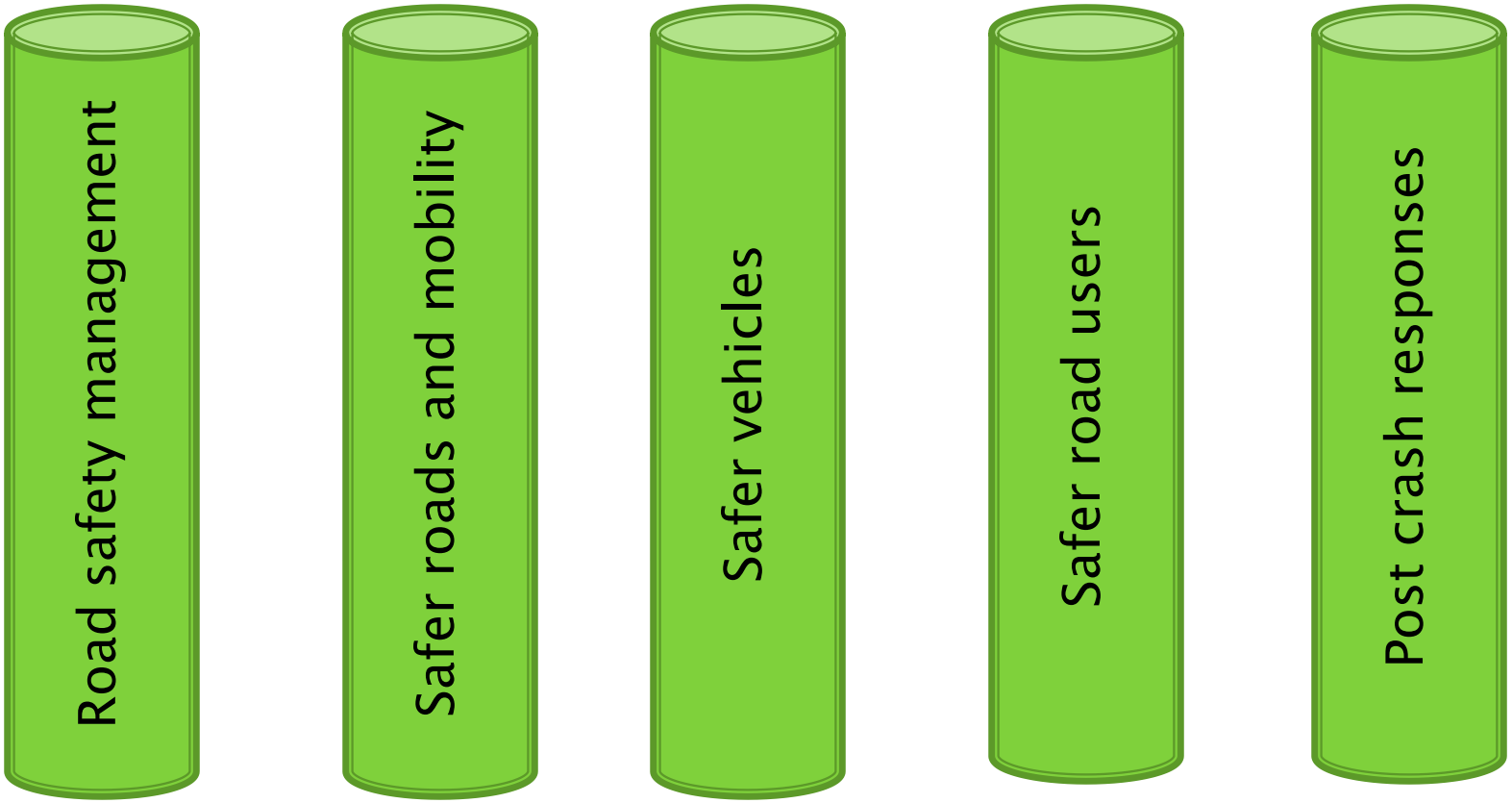
SPECIFIC OBJECTIVES OF THE DECADE OF ACTION

- Reduction of road fatalities by 2020.
- • Strengthen global architecture.
- • Increase funding.
- • Increase human capacity.
- • Increase national and local prevention efforts
- using successful experiences from others.
- • Improve the quality of data at national, regional
- and global levels.
- • Monitor progress at the national, regional and
- global levels

FRAMEWORK FOR THE DECADE

- Increase global funding
- Advocate for road safety at the highest levels
- Increase awareness of risk factors and prevention
- Provide guidance to countries on:
- *strengthening management systems*
- *implementing good practices*
- *trauma care*
- Improve the quality of data

The Pillars of the Decade of Action



Pillar 1 – Road Safety Management

- **Appoint a Lead Agency that will guide the national road traffic safety effort.**
- Improve the accuracy of road traffic crash data
- Assess the exact problem, policies and institutional settings relating to road traffic injury and the capacity for prevention.
- Prepare a national road safety strategy and plan of action.
- Allocate sufficient financial and human resources to address the problem.

Pillar 1 continued…

Implement specific actions to prevent road traffic crashes, minimize injuries and their consequences and evaluate the impact of the those actions.
Support the development of national capacity and international co-operation.
Establish a vigorous anti corruption strategy
Engage will relevant interdepartmental and sister enforcement agencies for stronger collaborations.

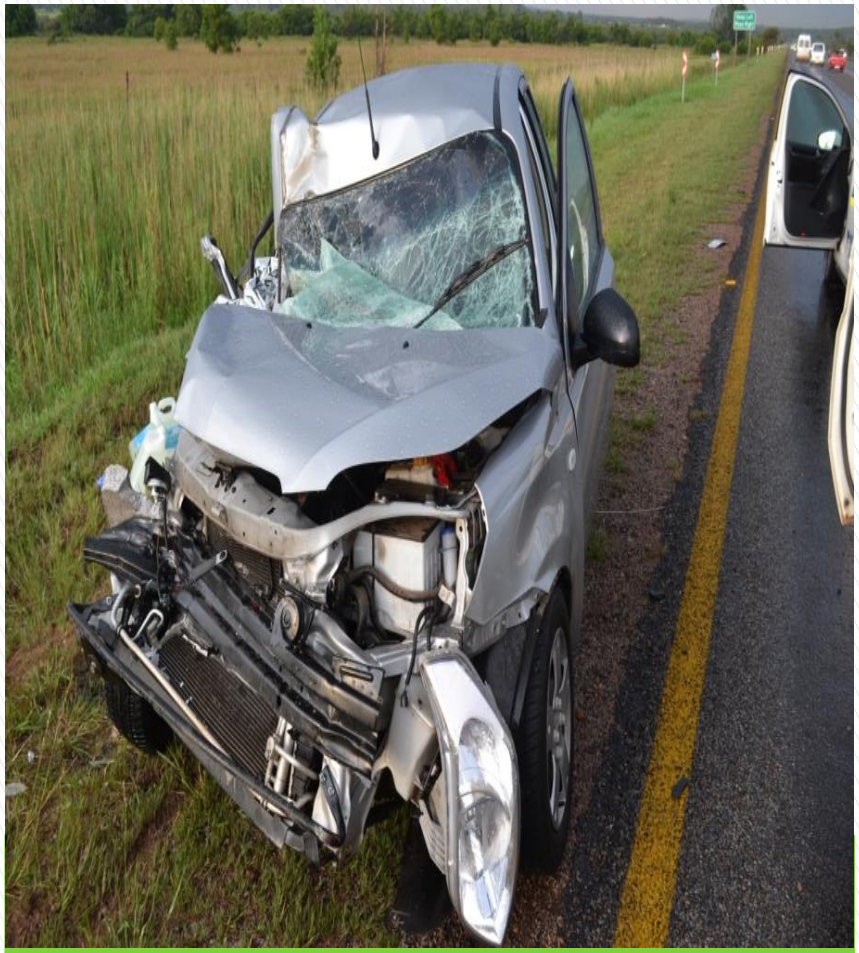
PILLAR 2: SAFER ROADS & MOBILITY

- **Revise legislation (NRTA) on periodic testing of motor vehicles**
- Implement New Car Assessment Programme (NCAP)
- Ensure ALL vehicles (including public transport) have seat belts installed.
- Vigorous enforcement on vehicle defects particularly critical safety items.

- Implement iRAP programme
- **Development of a Road Safety Audit Manual**
- Develop a comprehensive Loads Management Strategy
- Support and encourage self regulation of the freight industry

PILLAR3– SAFER VEHICLES

- **Revise legislation (NRTA) on periodic testing of motor vehicles**
- Implement New Car Assessment Programme (NCAP)
- Ensure ALL vehicles (including public transport) have seat belts installed.
- Vigorous enforcement on vehicle defects particularly critical safety items.



PILLAR 4: SAFER ROAD USERS

- **Implement AARTO**
- Encourage the implementation of work-related road safety programmes.
- Increase seat belt enforcement
- Regulate Driving School Industry.
- Introduce Alcohol campaign in High Schools and Tertiary Institutions.
- Introduce the 24/7 Shift System for road traffic enforcement
- **Enforcement and public relations to concentrate on seatbelts; alcohol and speed.**
- Engage the NPA on importance of appropriate punishments for serious traffic infringements.
- Implement pedestrian education and enforcement Education campaigns
- Implement the learners & driver license programme at high schools and tertiary institutions.
- Targeted, vigorous, visible and harmonized traffic law enforcement incorporating principles of smart policing.

SAFER VEHICLES CONT.:

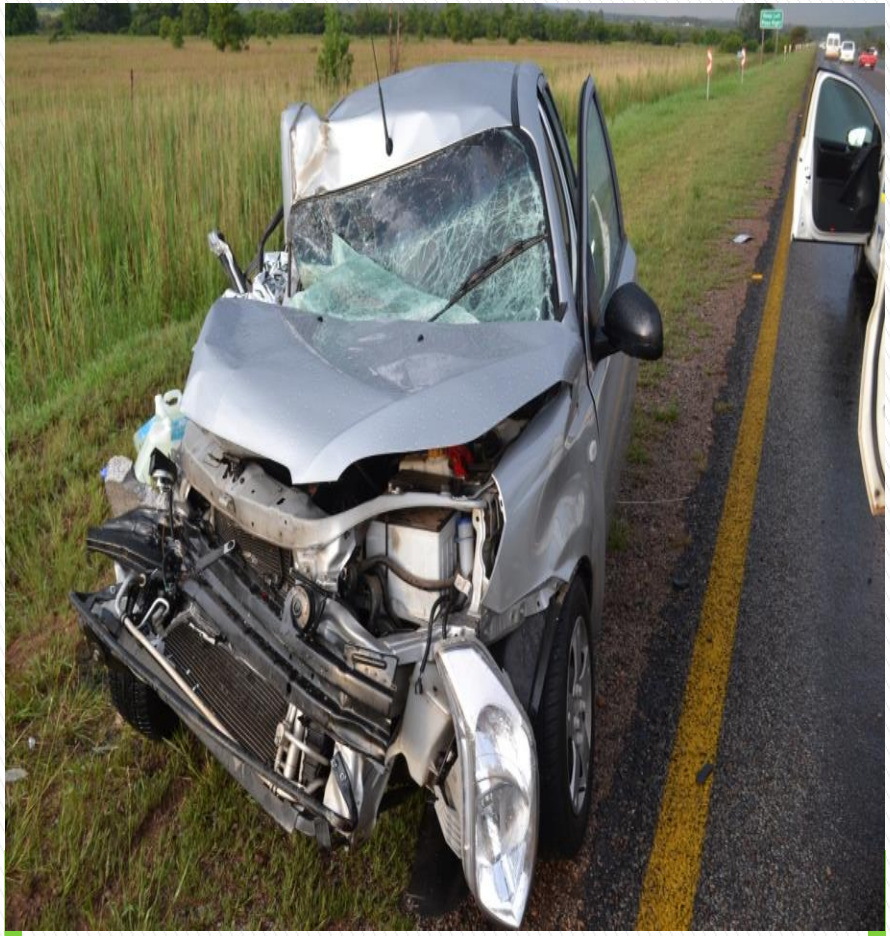
- **Implement special drving skills programmes for the heavy public transport industry.**
- Talks with Justice on importance of appropriate punishments for alcohol related road crime.
- Implement enforcement of pedestrian violations on freeways and strengthen pedestrian safety awareness programmes
- Implement the learners & driver license programme at high schools and tertiary institutions.
- Introduction of Graduated License System for novice drivers.
- **Road Safety Debates Competition for Secondary Schools**
- Partcipatory Educational Techniques (PET) Programme for Secondary Schools.
- Expand safety programmes for scholars
- Sustain a comprehensive and vigorous media liaison strategy

The Abuse of Alcohol by Road Users

* During weekends, 65% of all fatal crashes can be attributed to the abuse of alcohol by both, drivers and pedestrians.

- Of the drivers tested for alcohol, 42% of those tested positive are women and 58% are male.

- Abuse of alcohol is especially prevalent amongst the urban upwardly mobile, the youth and other age categories in general, who do so mostly because they perceive the chances of being detected as being very low.



PILLAR 5: POST CRASH CARE

- **Develop effective tools to monitor compliance with Incident Management**
- Incorporate Incident Management with Disaster Management
- Establish Trauma Information Database
- Engage with medical institutions for information sharing

MONITORING & EVALUATION

- On-going monitoring and evaluation by Shareholders' Committee, the Department of Transport and the Parliamentary Portfolio Committee on Transport.
- Regular audit inspections of data.
- Technical Committees to conduct oversight and peer reviews.
- News clip and media reports.

CONCLUSION

- With sufficient political and financial support, South Africa can a long way towards realizing the objectives of safer roads, safer vehicles and safer road users.
- A consistent, committed and sustainable Decade of Action is needed – not a Decade of Talking!
- Collaboration and co-operation are the hallmarks of this integrated National Road Safety Strategy.


Marcopolo

Thank you…

transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

Road Traffic Management Corporation

National Road Safety Strategy
Moving South Africa Forward
2016 – 2030

transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA

Objectives

The objectives of this document:

- To provide an overview of the **logical structure** of the road safety strategy document
- To direct the readers focus, by highlighting the **essential aspects** of the road safety strategy document

Defining the strategic direction

Process followed

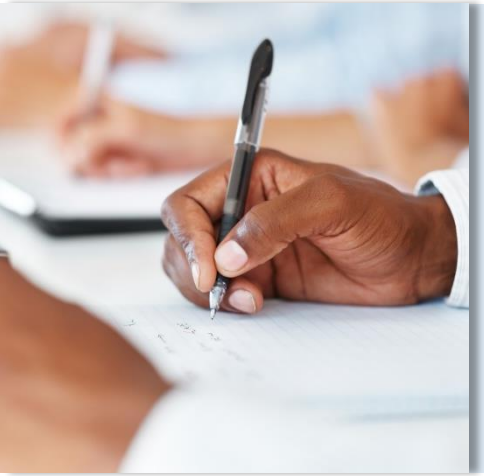
Strategic analysis

Strategic plan

South Africa's vision for road safety defines a state wherein the safety and security of people's lives is not compromised by entering the road network system

The Vision of the National Road Safety Strategy:

"Safe and secure roads"



The Mission of the National Road Safety Strategy:

- Reducing the number of fatal and serious crashes in South Africa
- To ensure safety on our roads, promote responsible road usage and to save lives
- To ensure an acceptable level of quality in road traffic management, with emphasis on road safety, on the South African rural and urban road network

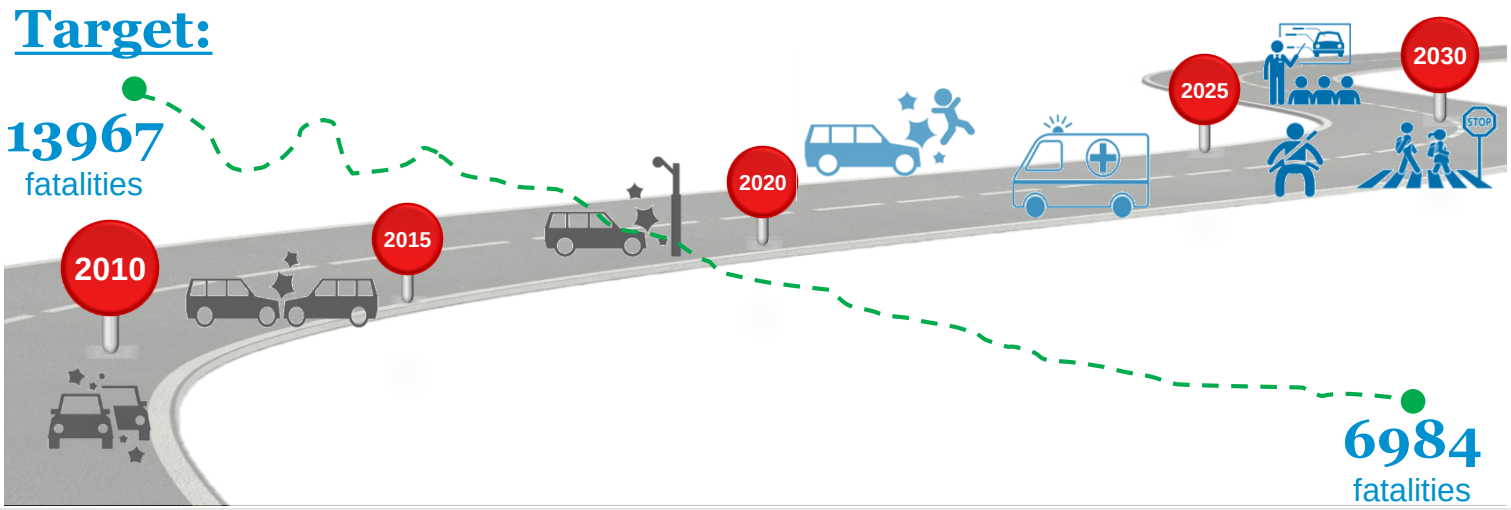
SOURCE: Technical Team Inputs

Reducing road traffic fatalities by 50% from the 2010 base in a principled manner, is an important first step to achieving this vision by 2030

Problem Statement

How can South Africa achieve a 50% reduction in fatalities from the 2010 base while abiding to key principles?

Principles:	Description:
Be innovative	• Introducing transformative solutions • Impactful use of technology
Involve all stakeholders	• Inter-sphere coordination (within state) • Private sector participation • Community engagement
Use resources efficiently	• Financial discipline and efficiency • Effective use of human resources
Align to NDP and Road Safety Policy and relevant policies	• National Plan and Policy Implementation • Purposeful integration of activities
Align to safe systems and UNDA Pillars	• Incorporate best practice approaches • Recognize that people will make mistakes but death or serious injury should not be the penalty



SOURCE: DoT Director General Comments, Stakeholder Engagements, NDP

Agenda

Defining the strategic direction

Process followed

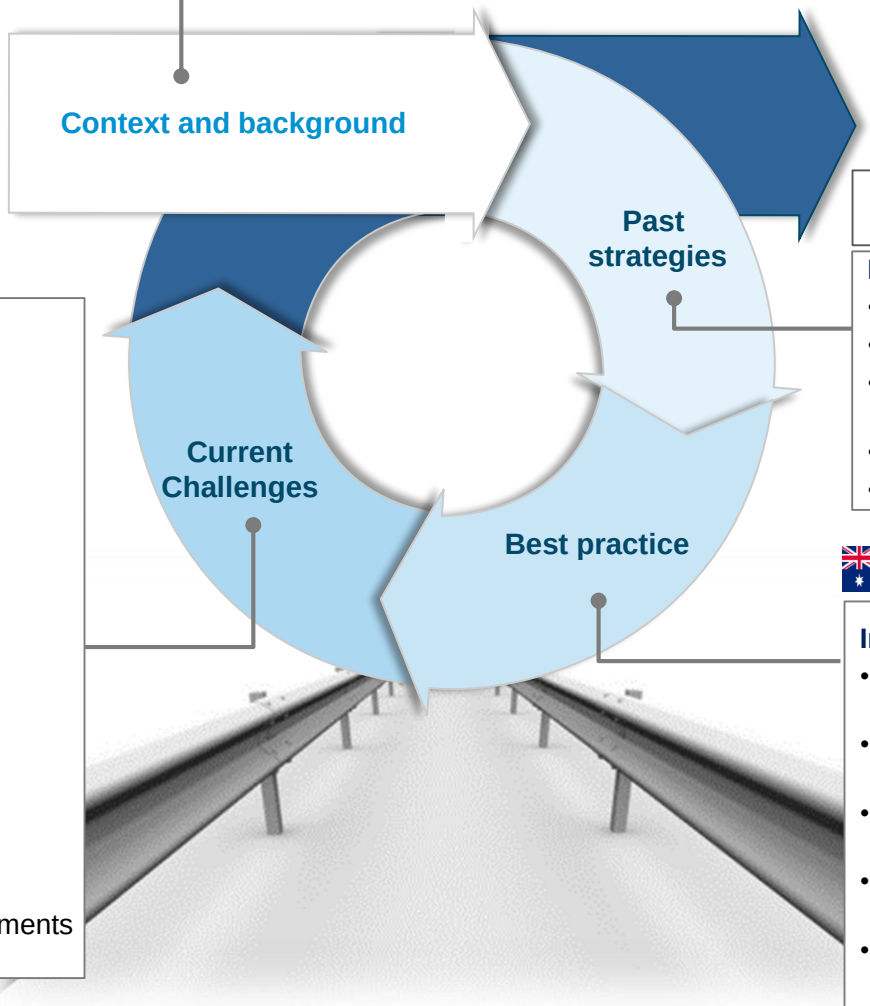
Strategic analysis

Strategic plan

Ensuring that this strategy achieves both the vision and target set, involved a process of analyses from which key lessons were learned

NOT EXHAUSTIVE

- 12 702 road fatalities in 2014
- Growing population and number of road users
- NDP objective include reducing number of road deaths
- SA Participant of UNDA
- UNDA framework for road safety:
  - 5 pillars of road safety
  - Safe Systems Approach



National road safety strategy Initiatives

1996 | 2001 | 2006

Past strategies identify the need to:
- Build on existing institutions
- Prioritise initiatives appropriately
- Obtain broad stakeholder participation
- Focus on educating road users
- Ensure implementation is effective

Road Safety management:
- Limitations of national crash data
- Coordination and management
- Fraud and corruption

Safer roads and mobility:
- Road safety assessments
- Safe road environments

Safer vehicles:
- Roadworthiness of vehicles on roads

Safer road users:
- Unprotected VRUs
- Non-compliance with laws
- Alcohol / drug driving/ speed

Post crash response:
- Inconsistent responsiveness
- Barriers to access and quality of treatments

International best practice focus on:
- Focus first on educating and training of road users
- Encourage good road user behaviour through enforcement
- Manage accurate and complete data to inform strategy
- Road infrastructure and environment must be forgiving
- Make sure vehicles make the driving task easy and safe

SOURCE: Team analysis

Agenda

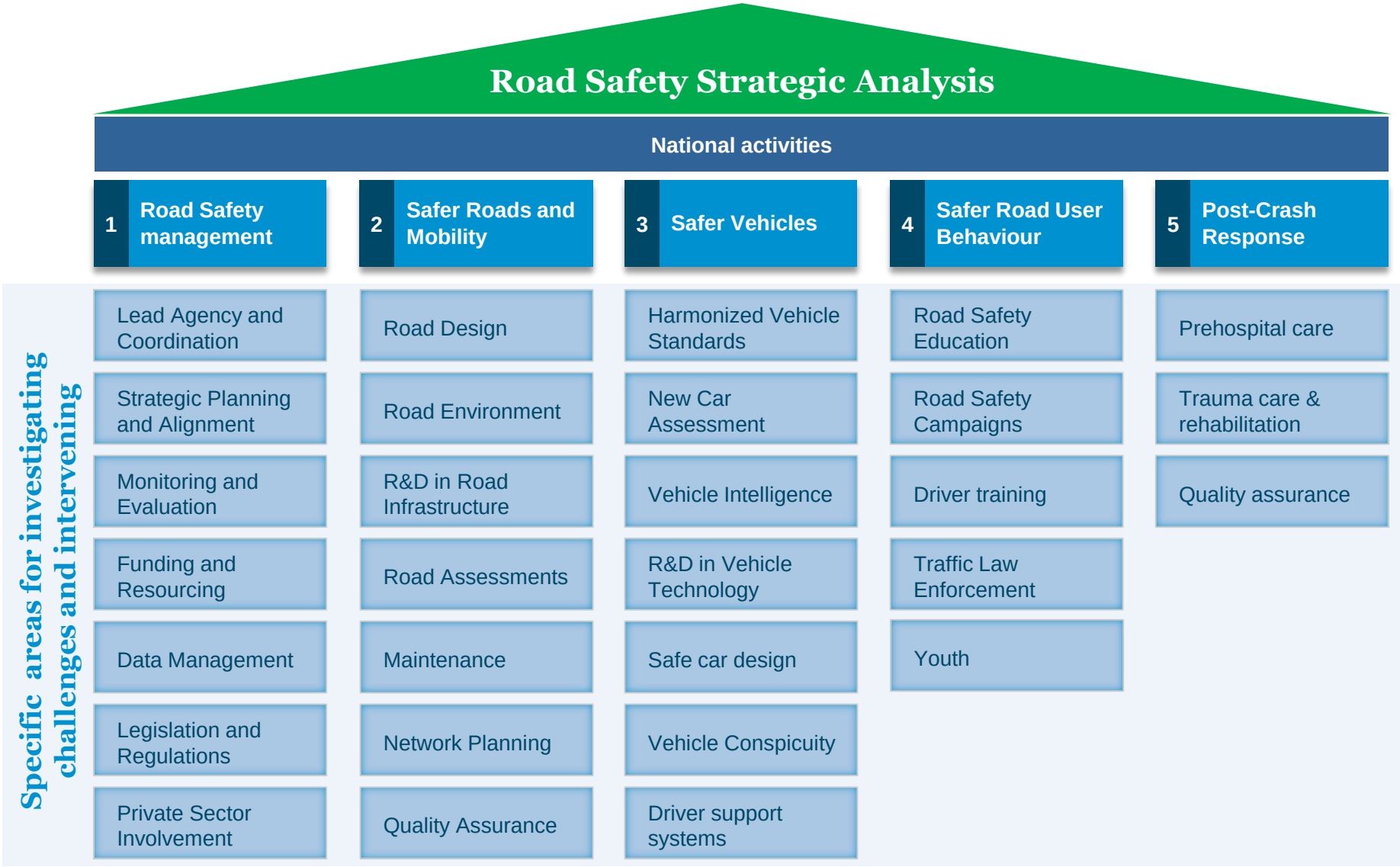
Defining the strategic direction

Process followed

Strategic analysis

Strategic plan

The 5 pillars of road safety framework defined by the UNDA is used to examine challenges and determine solutions



SOURCE: Team analysis, Summit (2015), UNDA (2011)

Interventions are developed to address specific pillar related challenges

ILLUSTRATIVE

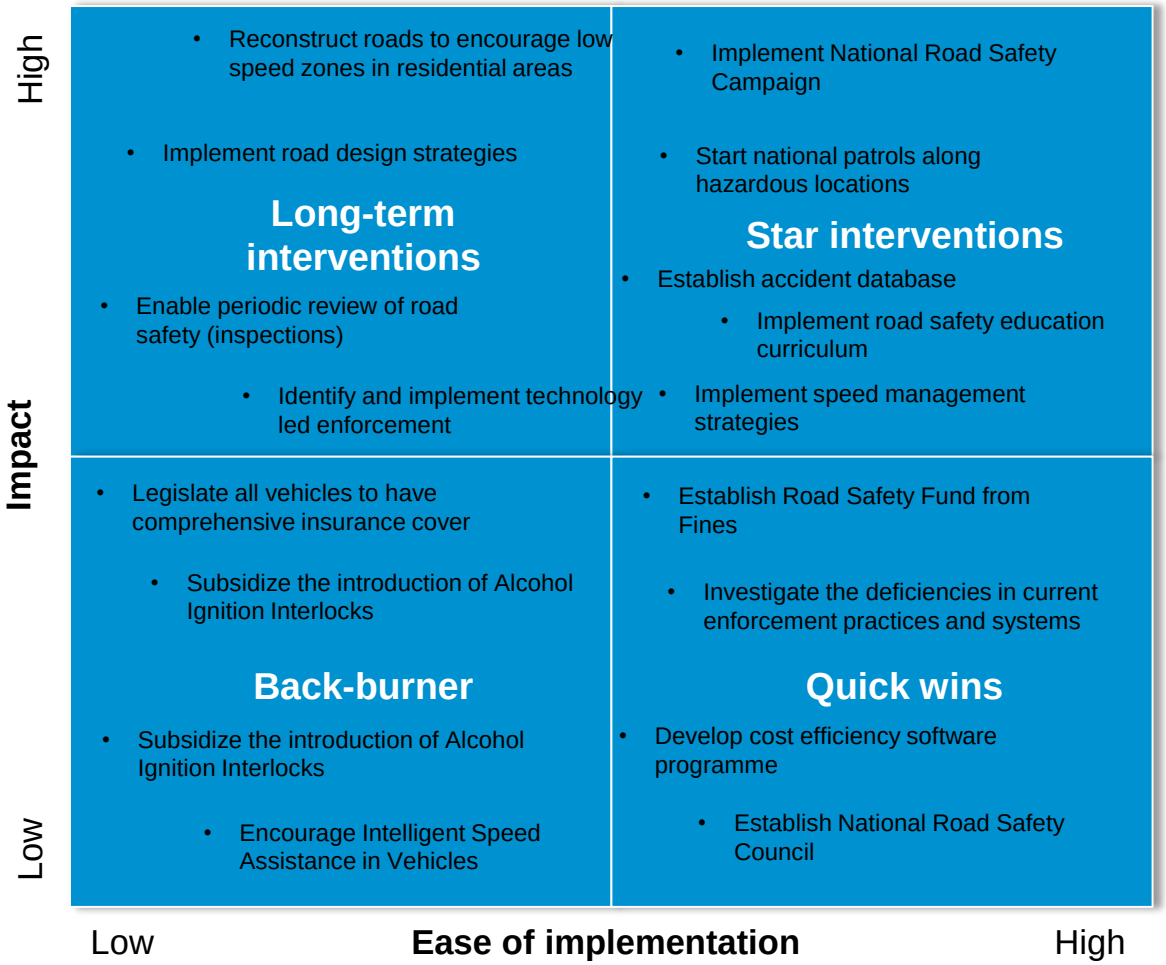
Pillar	Challenge area	Specific challenge	Interventions
1 Road Safety Management	• Fraud and Corruption • Fragmented Efforts • Limited Resources • Data management	• Road users bribe police officers • Overlapping responsibilities • Insufficient funding for Agencies and Provinces • Incomplete crash data	• Introduce a National Crash Data Bureau to be the final owner of data • KPIs must be created to enhance safety intelligence
2 Safe Roads and Mobility	• Poor road design • Unprotected VRUs • Risky road environments • Irregular assessments	• Insufficient R&D into road design • Infrequent/Inadequate pedestrian crossings • Stray animals not restricted • Shortage of traffic engineers	• Introduce mono-functionality of roads • Equality of speed, direction and mass at high speed areas • Forgiving road environment
3 Safe Vehicles	• Un-roadworthy old vehicles • Unfit freight vehicles • Unstandardized safety features • Unsafe minibus taxi's	• Insufficient vehicle testing stations • Difficulty monitoring driver behaviour • Limited implementation of ISO39001 • Public sector alternative not competitive enough?	• Investigate opportunity for rail options in different municipalities • Investigate local bus use alternatives
4 Safe Road Users	• Unfit drivers • Uninformed users • Non-compliant users • Inadequately enforced safe use	• K-53 provides inadequate skills • No basic education curriculum • Speeding young drivers • Poor collection of speeding fines	• Evaluate the opportunity to introduce the GDE* matrix in driver training programme
5 Post Crash Response	• Ill-equipped first responders • Unequal quality of care • Inefficient emergency response • No psychosocial support	• No single national emergency number • Under-resourcing across the sector • Absence of emergency lanes • Limited involvement by Dept. of Social Development	• Introduce law concerning driver behaviour in case of an incident and inform drivers

SOURCE: Team analysis

Interventions will be prioritised based on their impact and ease of implementation

ILLUSTRATIVE

Prioritisation Matrix



Considerations

Ease of Implementation:
- Cost
- Human resource requirements
- Number of stakeholders involved
- Time

Impact:
- Reduction in fatalities
- Economic impact (opportunity cost)
- Financial impact (savings)

SOURCE: Team analysis

Agenda

Defining the strategic direction

Process followed

Strategic analysis

Strategic plan

The strategic plan outlines the focus areas of the various phases

ILLUSTRATIVE

13967 fatalities

	Short term		Medium term	Long term
	June '16 – Feb'17	Mar '17 – Feb '18	Mar '18 Feb '20	Mar '20 – Feb '30
	Enable	Improve	Advance	Lead
Strategic intent	**Establish solid foundation for safety management**	**Build institutional credibility and improve road user behaviour**	**Significantly reduce crashes, minimize injuries and their consequences**	**Become best in Africa through greater incorporation of global trends**
Pillar	Pillar 1	Pillars 1 and 2	Pillars 1, 2, 3, 4, and 5	Pillars 1, 2, 3, 4, and 5
Key focus areas	Initiate all required policies/strategies	Improve user awareness	Improved vehicle safety	System-wide use of technology
	Resources for execution	Foster compliance	Improved road infrastructure design	Proactive road safety management
	Monitoring mechanisms	Deter non-compliance	Safer road environments	Enhanced Regional cooperation
	Coordination mechanisms	Monitor and evaluate progress	Improved protection of VRUs	Enhanced national capacity
		Improved data management	Strengthened road safety R&D	
		Effective use of resources	Improved quality of post crash response	

6984 fatalities

Continuous improvement → Time

SOURCE: Team analysis

THANK YOU

Standard development process

Yvonne Ndlhovu

1. Background of SABS and structure
2. Key principles in standards development
3. Deliverables and benefits
4. SABS TC 241_ scope; objectives, membership
5. The evolvement of SANS 10366

SABS

CONTENT

Background

Governed by Standards Act (Act 8 of 2008) as a **national** standardisation body.

Mission: to provide and promote standardization services

Objectives:

- Protecting the integrity of the market and the end user
- Creating a competitive advantage for the SA Industry
- Improving market access to South African companies both locally and internationally:

    Participation at regional (SADC, ARSO, etc.)

    International (ISO, IEC, etc.)

    Globally acceptable standards are considered first

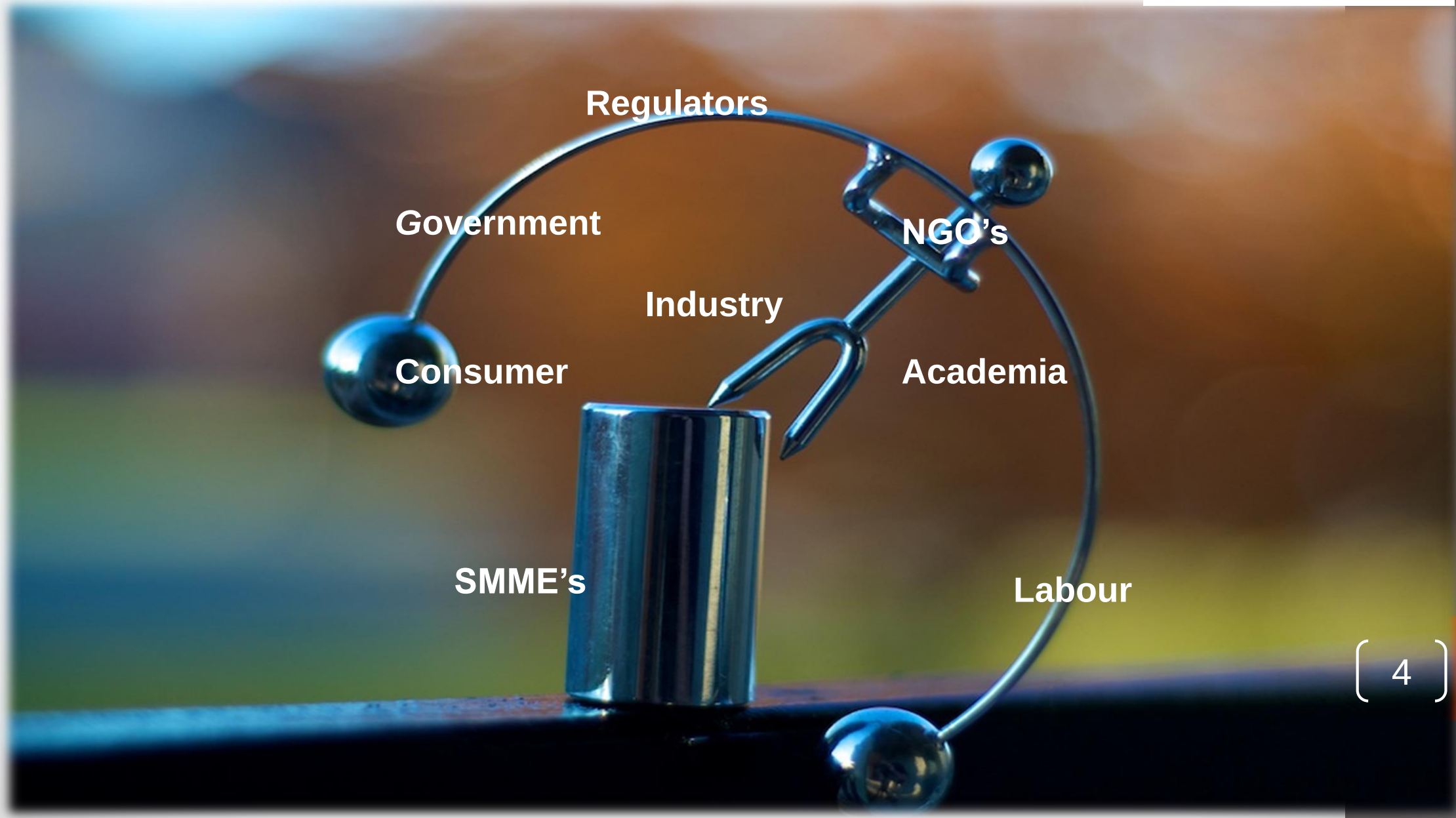
SABS

Key principles

SABS

Standards development process

Committees with a balanced stakeholder representation



Project approach, market relevance, coherence, transparency and consensus based principles

SABS

Key Principles

- Stage 1: Preliminary
  - Project proposal, allocation, registration
- Stage 2: impact assessment
  - Value add
- Stage 3: SAC approval
  - Project approval
- Stage 4: Preparatory
  - WG establishment, Working Draft
- Stage 5: Committee stage
  - Circulation of Committee Draft_3 weeks
- Stage 6: Public enquiry
  - Circulation of DSS _ 60 days
- Stage 7: Approval stage
  - Approval and publication

. Developed by TCs

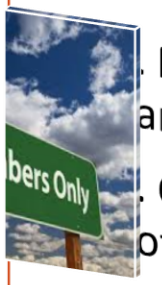
. Chaired by an elected member – preferably external to SABS.

. Subject matter Expert

. Serve a renewable 3 year term

. Secretariat support provided by SABS

. SABS serves as a publication house.



. **Participating** _attend meetings, vote and comment.

. Conditions for upgrade & downgrade of status.

. Negative impacts of not fulfilling obligations of "P" membership

Strategic Business Plan - Focus approach of activities and serves as "business plan" of committee – available publicly on website

SANS

- NWI
- WG
- SABS TC/ SC
- DSS
- SAC
- PUBLICATION

SATS/SATR

- NWI
- WG
- SABS TC/SC
- SAC
- Publication

STA

- NWI
- WG
- SAC
- Publication

SABS

Deliverables

Benefits of standards

Competitive edge

equips businesses with relevant information on emerging trends and changing practices.

Innovation

Participation in standards development exposes businesses to the expertise and research of other organizations within the same industry or sector.

Cost reduction and increased revenue

strategic tools that reduce costs by minimizing waste and errors and increasing productivity.

Access to new markets

help companies to access new markets, level the playing field for developing countries and facilitate free and fair global trade.

Promote health and safety of users and protection of environment

ensures that products and services are safe, reliable and of good quality.

Confidence and status

means for organizations to demonstrate social, health and environmental responsibility in their business practices

SABS TC 241: Transport management Systems

Scope of the committee – Standardization in the field of transport management systems and including separate national standards for consignees, consignors, road transport operators, driver wellness, quality management systems and road safety to optimise asset utilization to achieve safe logistics objectives

Defined objectives of SABS/TC 241

- to establish national standards and other recommended practices in the field of Transport Management Systems, which reflect the needs of interested parties and actual practice in industry and includes the intention to follow technological changes by appropriate standardization work

- to ensure that standards are for saving lives and preventing serious injury due to road traffic crashes by supporting and promoting the application.

- Inform affected parties of the standards developed by SABS TC 241 by promoting/launching published standards, to which affected industries can implement to ensure that their organizations conform

SABS

Membership

- Armaments corporations of SA
- Barloworld Logistics
- Chamber of Mines
- CSIR
- Department of Transport
- Driver Information Bureau
- ESKOM
- Ethekwini Municipality
- Gauteng Department of Roads and Transport
- National Taxi Alliance
- Road Accident Fund
- Road Freight Association
- Road Traffic Infringement Agency
- South African National Accreditations System
- Standard Bank
- Tshwane Rapid Transit
- Western Cape Provincial Government
- Road Traffic Management Corporation

Published standards and PoW

Published standards

- SANS 1395-1:2014 Road transport management systems Part 1: Operator requirements – Goods
- SANS 10399:2012 Quality management systems – Requirements for bus operators
- SANS 39001:2013 Road traffic safety (RTS) management systems – Requirements with guidance for use

Current project

- SANS 1395-2 Road transport management systems Part 2: Consignor and Consignee requirements – Goods
- Interest: NWIP ISO/AWI 39002 Good practices for implementing commuting safety management
- Next meeting: November London 2016

SOUTH AFRICAN BUREAU OF STANDARDS

1 DR LATEGAN ROAD, GROENKLOOF, PRIVATE BAG X191, PRETORIA, 0001, SOUTH AFRICA

transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

Heavy Vehicle Summit

Implementation of the ISO39001 Standard

How can it be used? What can be achieved?

26-27 September 2016

Prasanth Mohan (Chief Director: Road Infrastructure & Industry Development

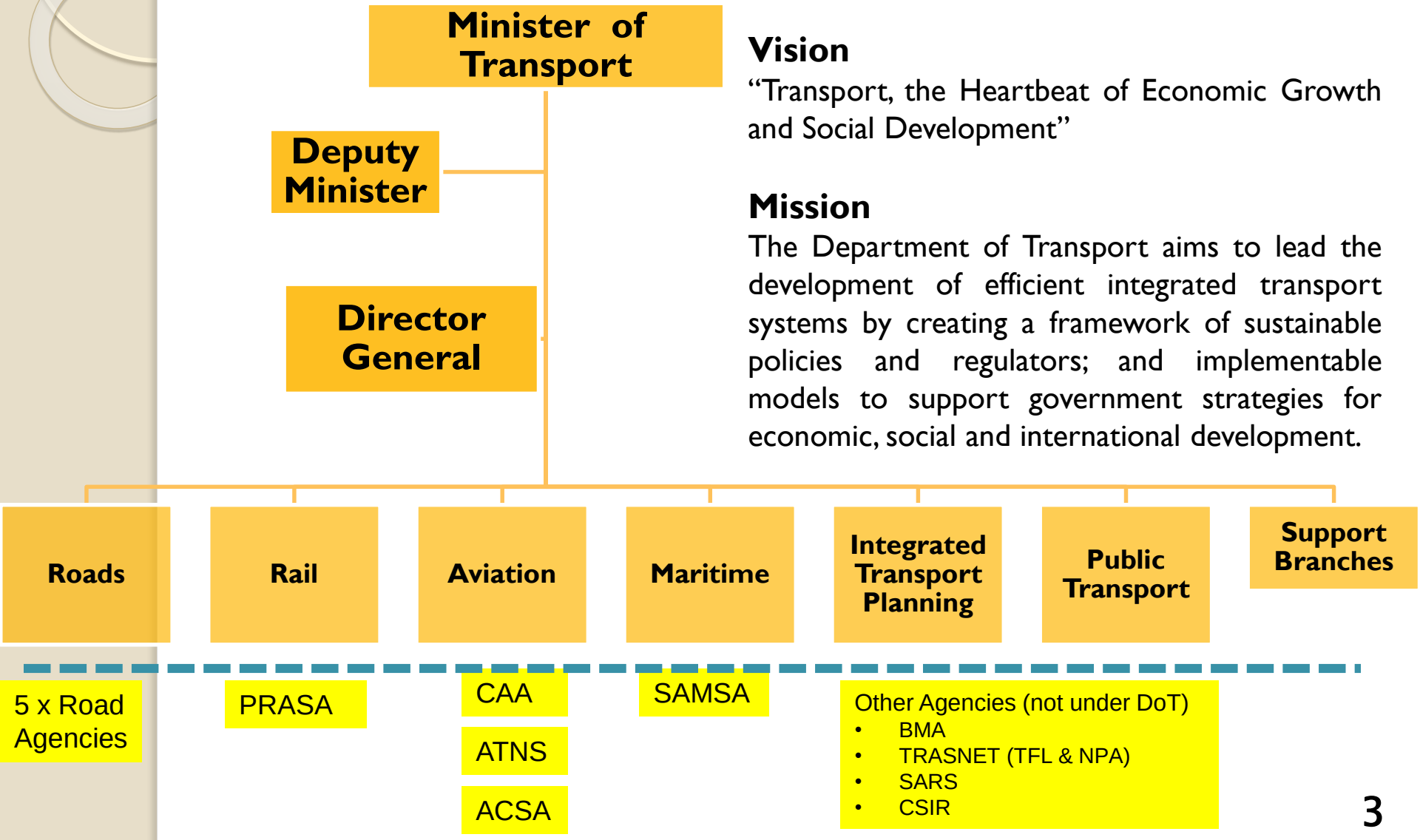
CONTENT

- Overview of the Department
- Global Trade Routes
- Impact of Freight Logistics Costs and Safety Performance Factors
- Global Road Safety Plan
- Management Systems (Standards)
- Development of Transport Standards In South Africa
  - RTQS
  - SANS 10399
  - SANS 1395 (RTMS)
  - SANS 39001
- ISO39001
- RTMS DATA
- Long Term Considerations for Project Sustainability
- Immediate Needs
- Opportunities for Industry
- Recommendations

transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

Department of Transport



Vision

"Transport, the Heartbeat of Economic Growth and Social Development"

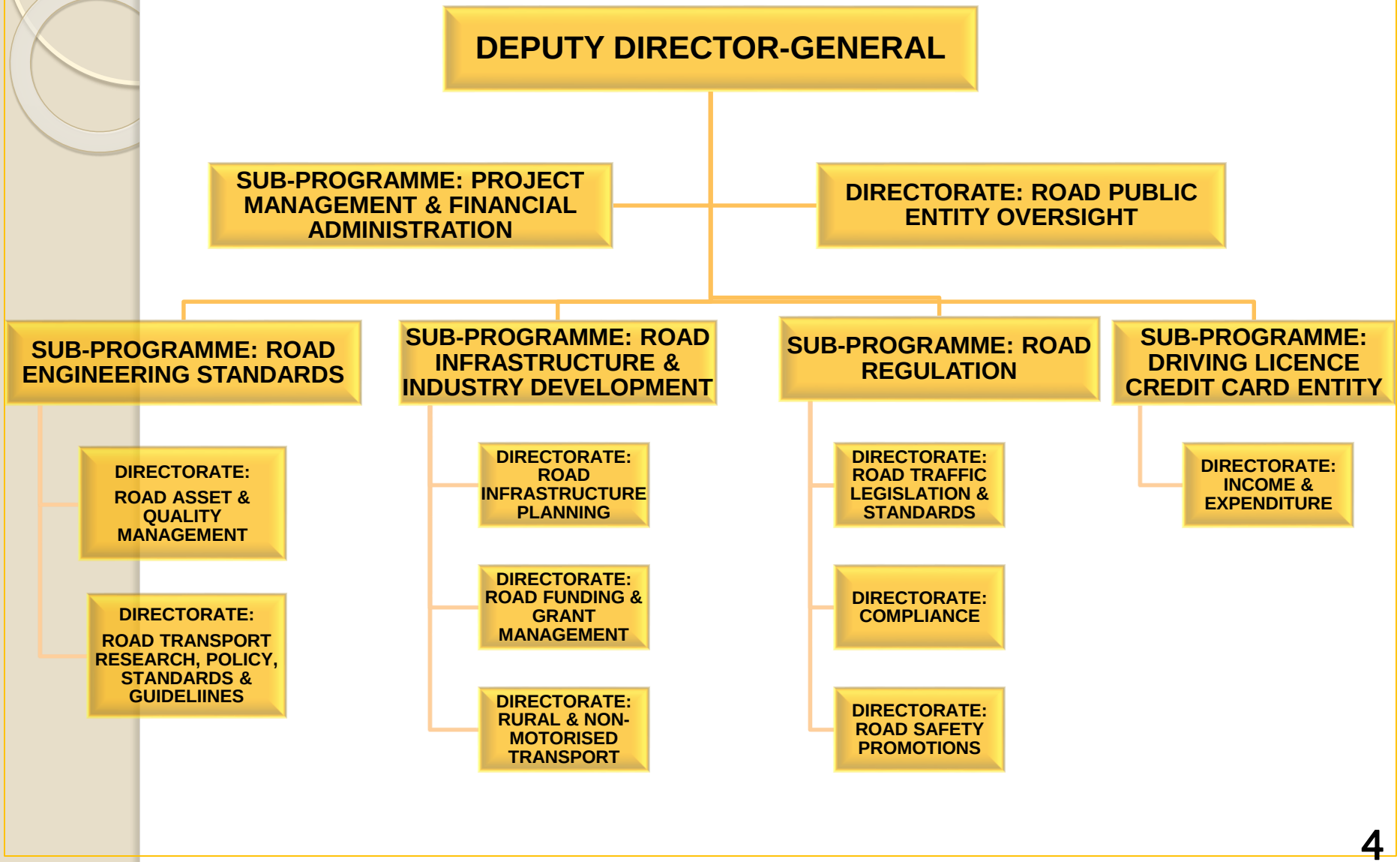
Mission

The Department of Transport aims to lead the development of efficient integrated transport systems by creating a framework of sustainable policies and regulators; and implementable models to support government strategies for economic, social and international development.

transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

Road Transport Branch Structure



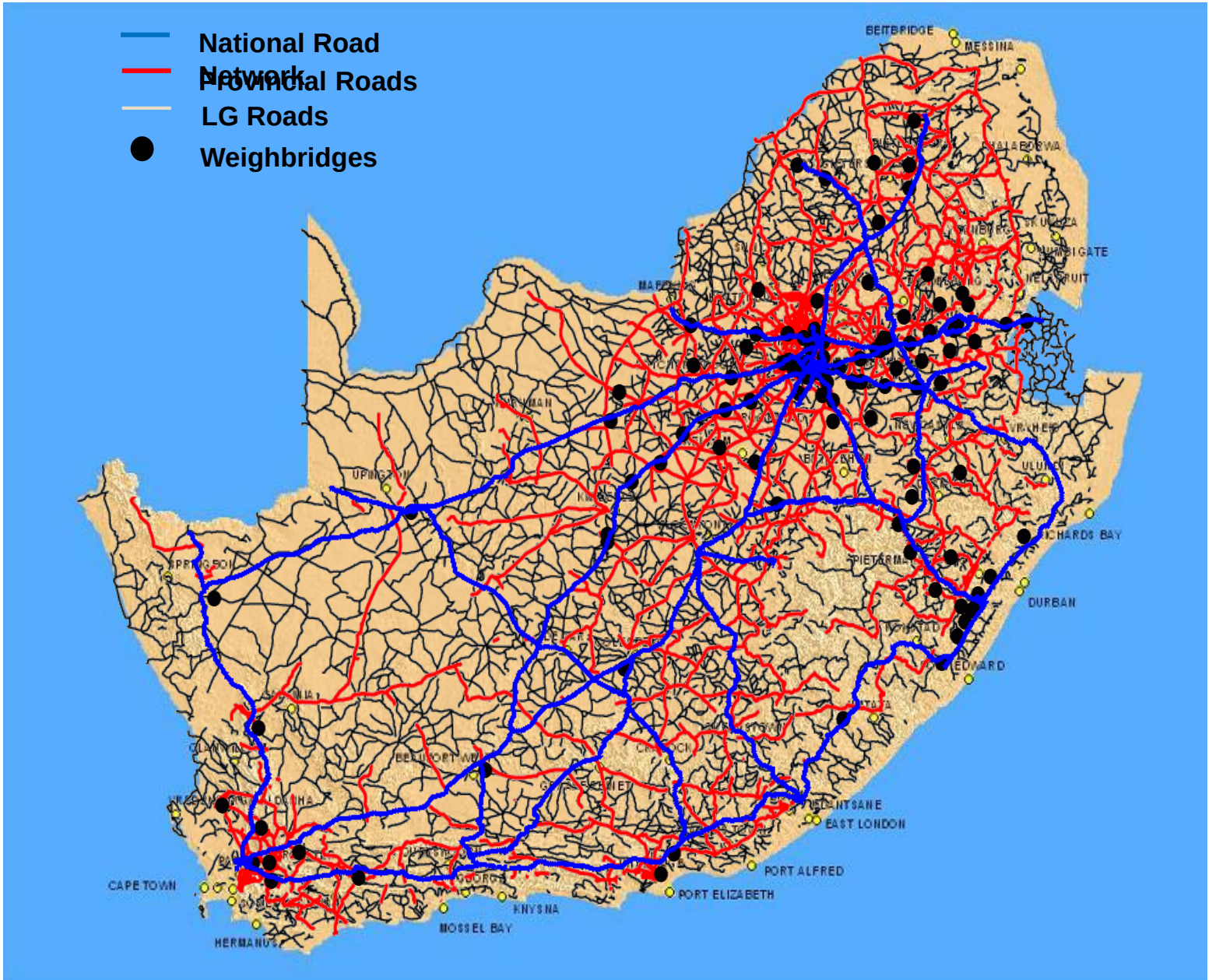
South Africa has the 10th Longest Total and 18th Longest Paved Road Network in the World _ 2014/15

Roads Represents one of the largest public infrastructure investments in most countries

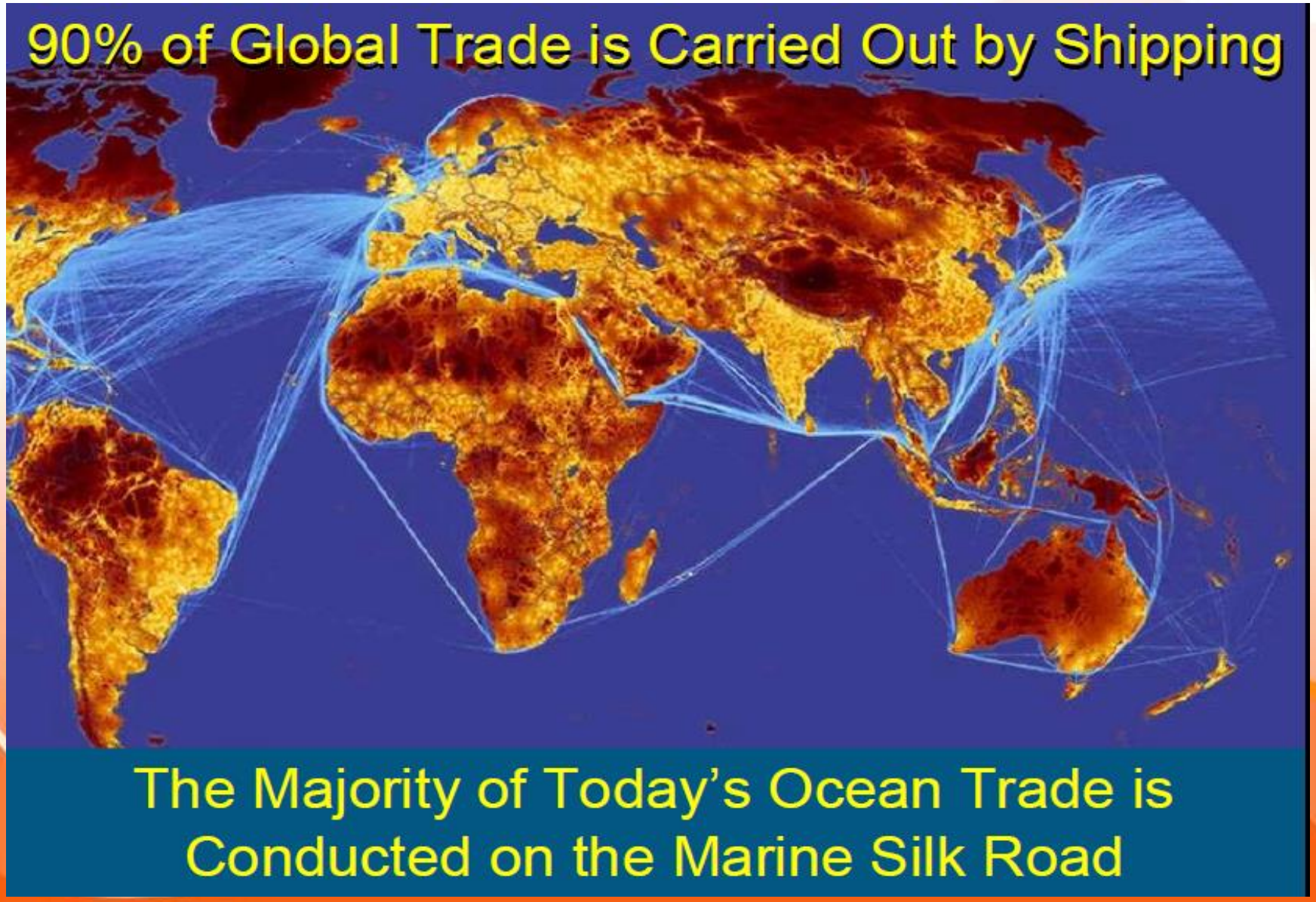
RSA Road Replacement Cost

>R2 Trillion

Rank	Country	Road length (km)
	World	64 285 009
1	United States	6 586 610
2	India	4 689 842
3	China	4 237 500
4	Brazil	1 751 868
5	Japan	1 210 251
6	Canada	1 042 300
7	Russia	982 000
8	France	951 200
9	Australia	823 217
10	South Africa	**750 000**
11	Spain	681 298
12	Germany	644 480
13	Sweden	572 900
14	Italy	487 700
15	Indonesia	437 759
16	Turkey	426 906
…	…	…
34	Dem Rep of Congo	**153 497**
45	Zimbabwe	**97 267**
54	Zambia	**91 440**
55	Tanzania	**91 049**
70	Madagascar	**65 663**
80	Angola	**51 429**
72	Namibia	**64 189**
98	Mozambique	**30 331**
104	Botswana	**25 798**
122	Malawi	**15 451**
148	Lesotho	**7 438**
161	Swaziland	**3 594**
173	Mauritius	**2 066**
193	Seychelles	**508**
SADC Total		**1 449 720**

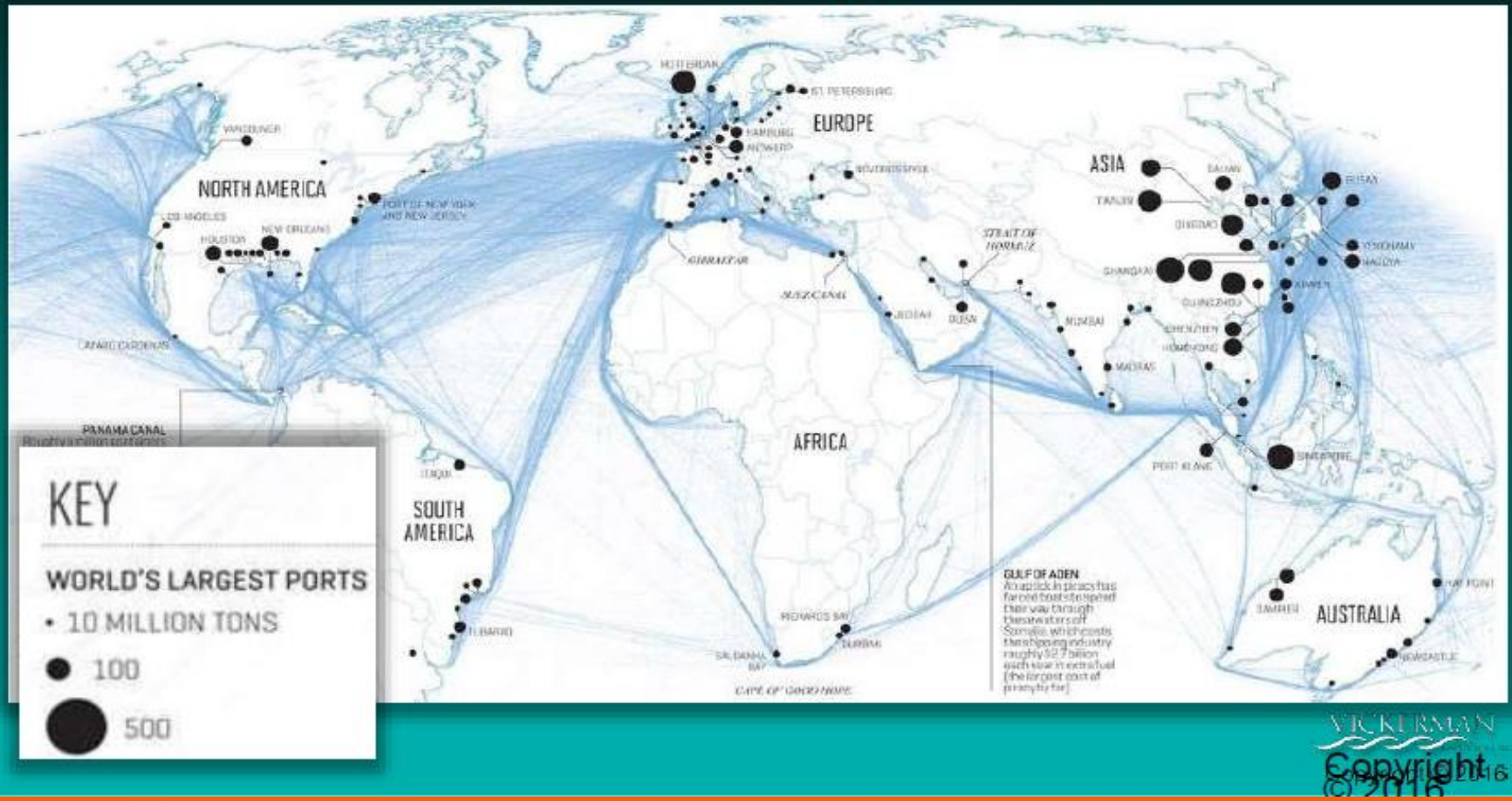

National Road Network
Provincial Roads
LG Roads
Weighbridges
BEITBRIDGE
MESSINA
RICHARDS BAY
DURBAN
EAST LONDON
PORT ALFRED
PORT ELIZABETH
KNYSNA
MOSSEL BAY
CAPE TOWN

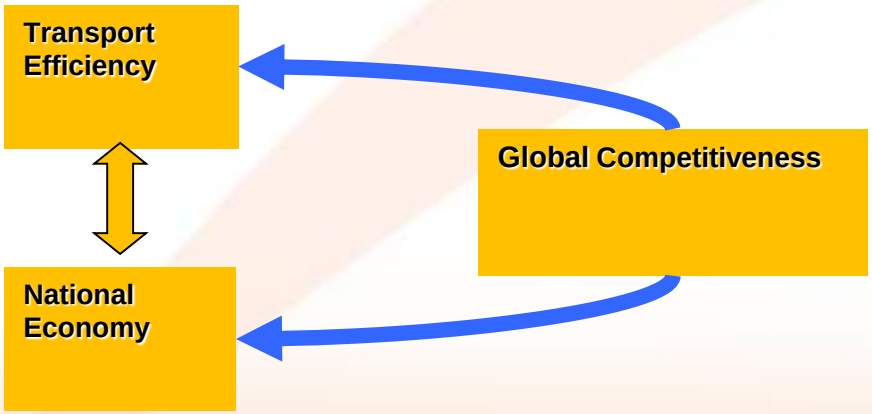
Road Authority	Paved	Gravel	Total
	Length (km)	Length (km)	Length (km)
National roads (SANRAL)	21 403	0	21 403
Provincial Roads (9)	47 348	226 273	273 621
Metropolitan (8)	51 682	14 461	66 143
Municipalities	37 691	219 223	256 914
Total proclaimed roads	**158 124**	**459 957**	**618 081**
Un-proclaimed (estimate)	0	131 919	131 919
Total	**158 124**	**591 876**	**750 000**


90% of Global Trade is Carried Out by Shipping
The Majority of Today's Ocean Trade is Conducted on the Marine Silk Road

The World's Largest Ports Are Connected Via The Marine Silk Road

Where are the Biggest Ports?

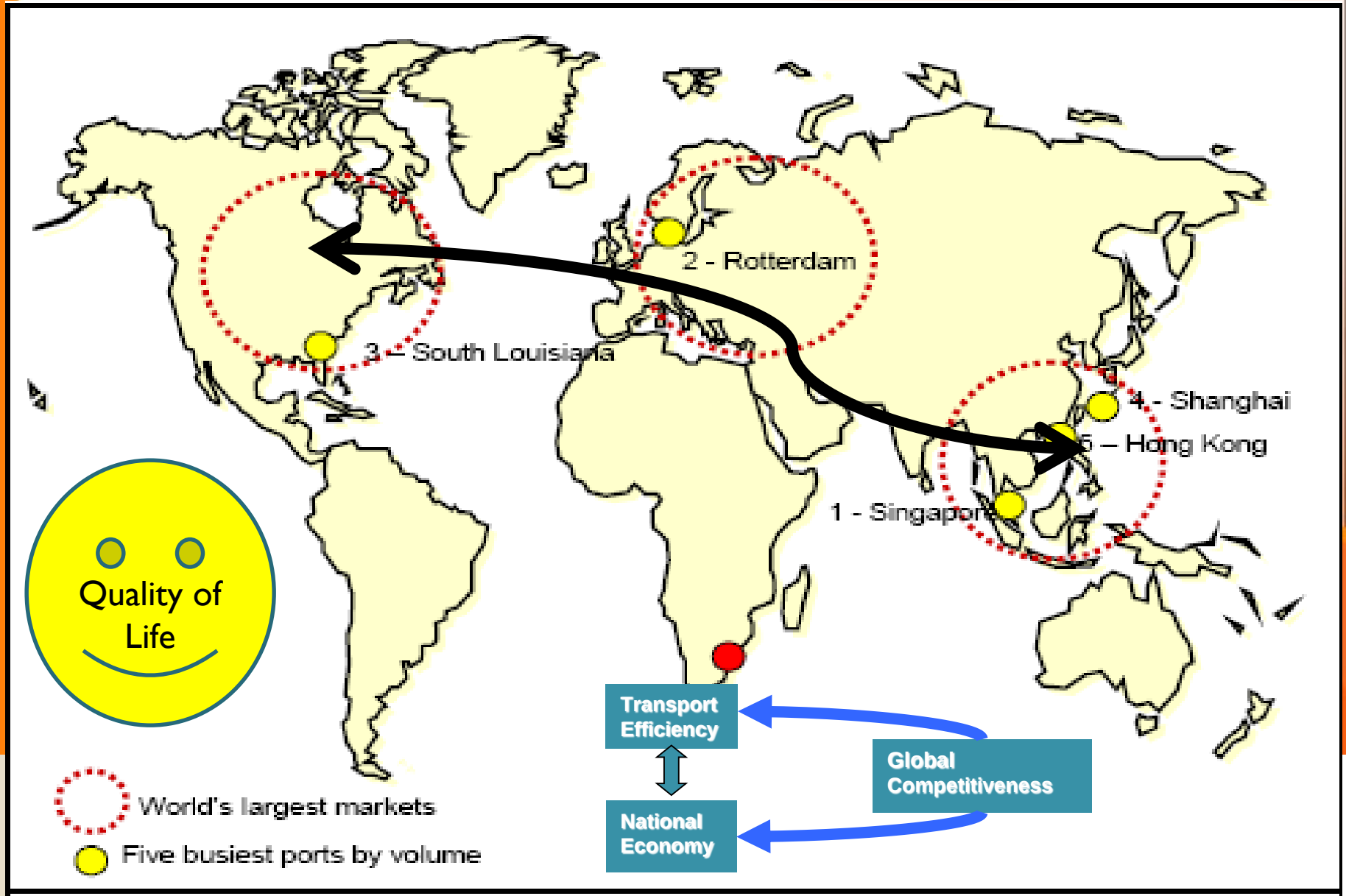




Summary of Problems to Address

- Congestion;
- Road Safety;
  - Driver Wellness;
  - Infrastructure;
  - Vehicle Safety;
  - Compliance;
- Reduction in cost of Freight Logistics;

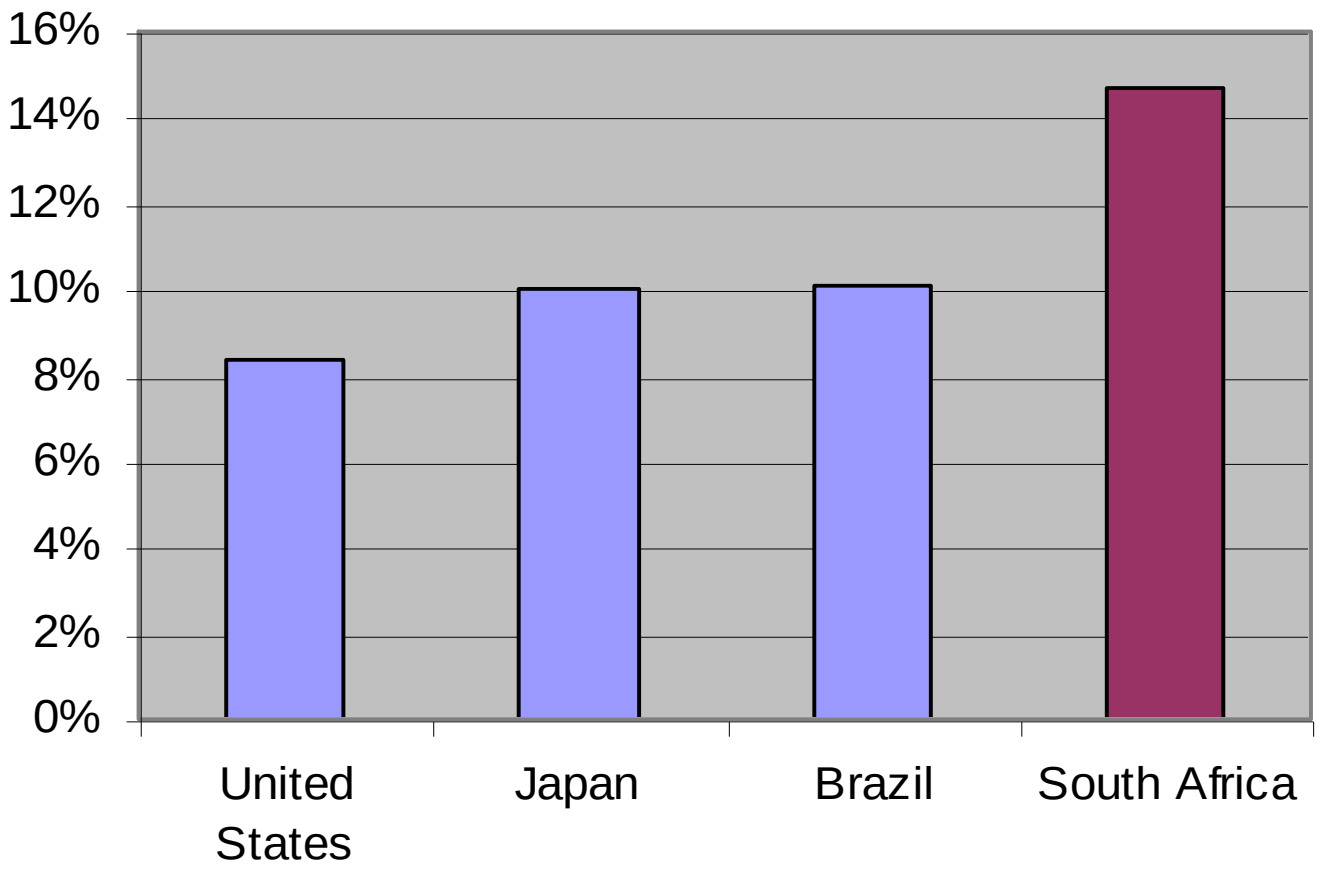
SA's isolated Geographical position relative to international markets and trade routes demands




NEW SILK ROAD
ECONOMIC BELT
MOSCOW
RUSSIA
ISTANBUL
TURKEY
VENICE
ITALY
URUMQI
CHINA
BEIJING
CHINA
XI'AN
CHINA
NEW MARITIME
SILK ROAD
FUZHOU
CHINA
NAIROBI
KENYA
KUALA LUMPUR
MALAYSIA

Cost of Logistics

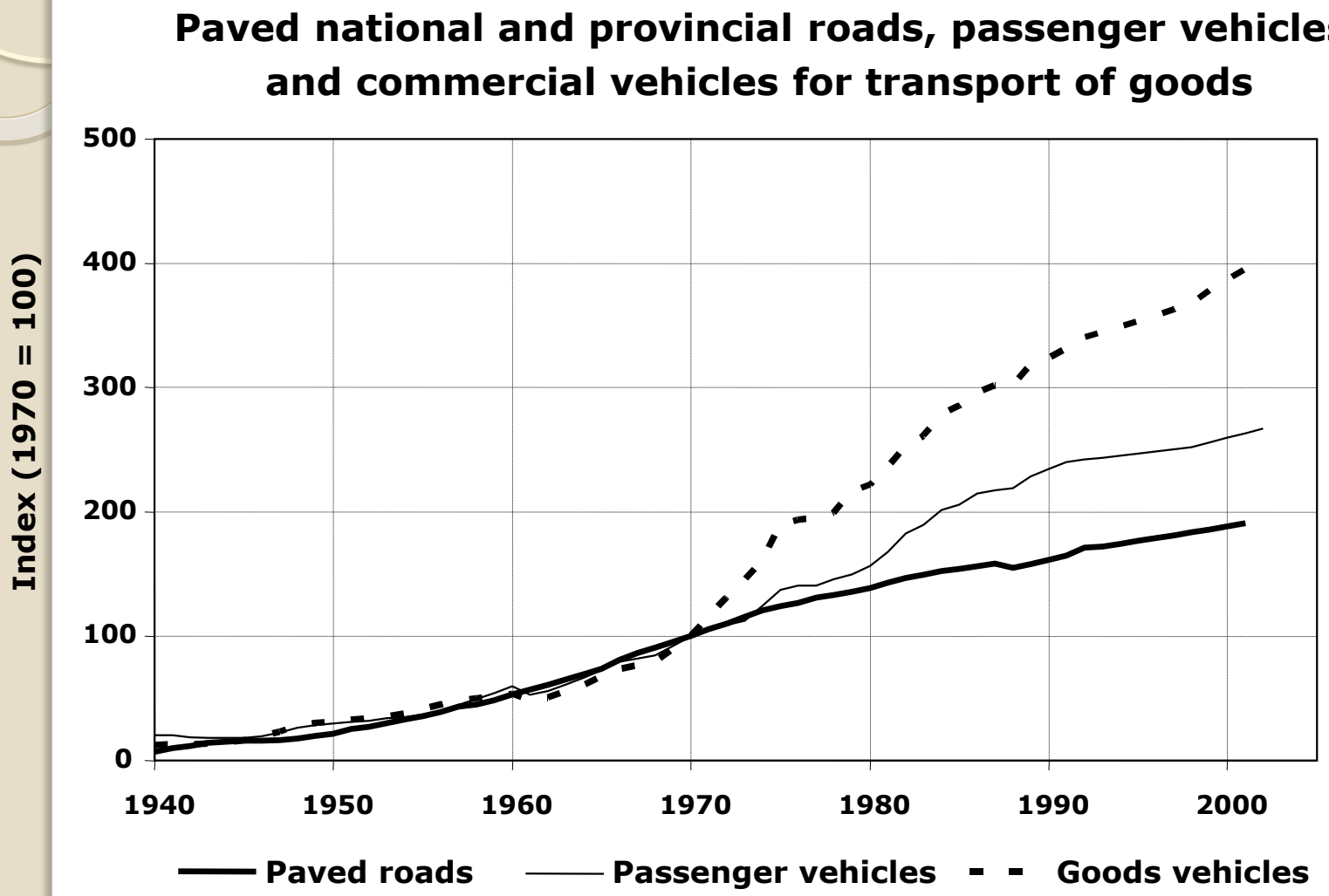
- The cost of logistics as a percentage of GDP in South Africa is almost double that of the United States and 50% more than Japan and Brazil



Road Condition

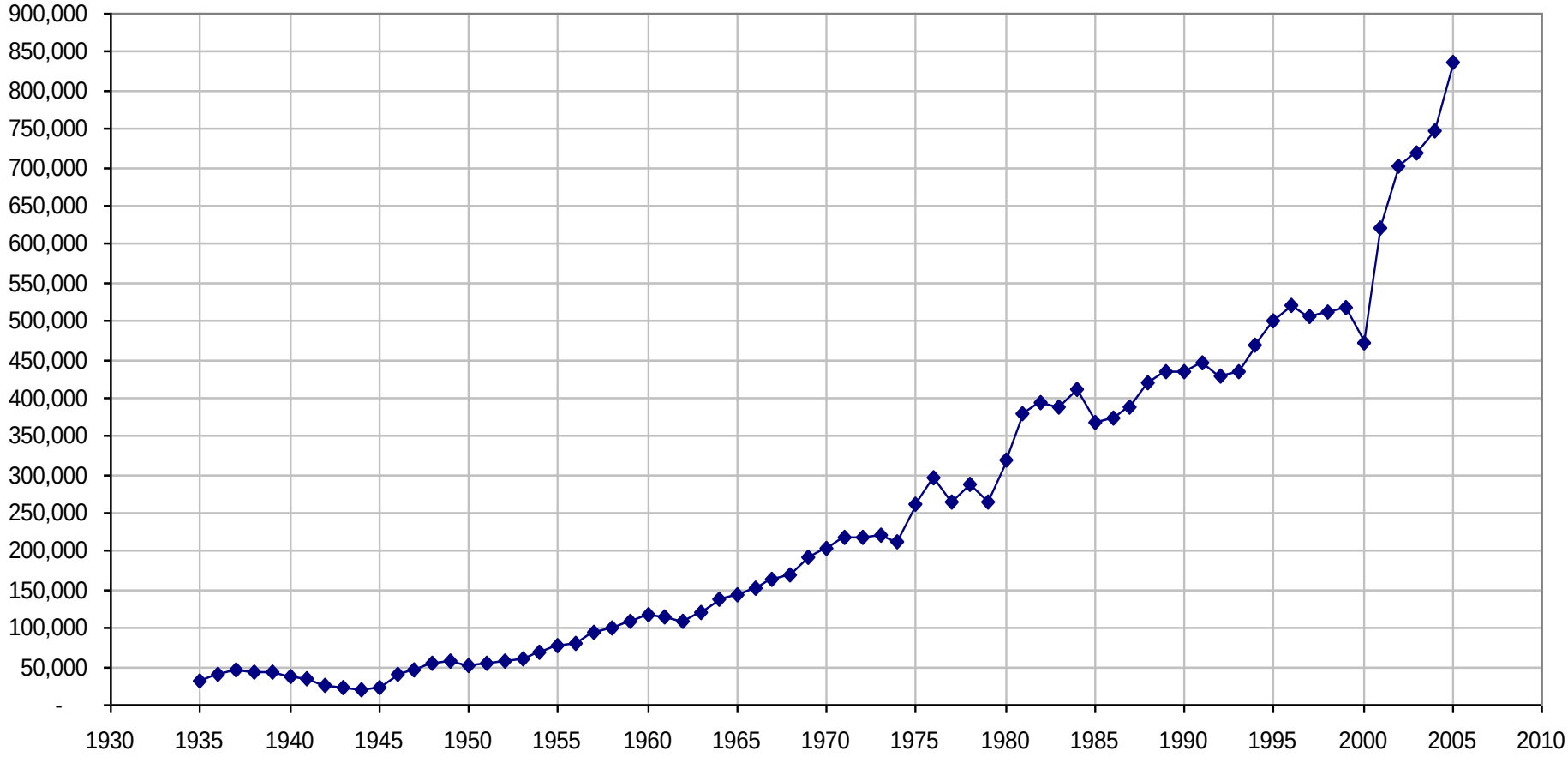
Authority	Total Paved Network	Visual Condition Data (km)							
		Very Poor (km)	Poor (km)	Fair (km)	Good (km)	Very Good (km)	Total km with Data	Length Very poor& Poor	% Very Poor and Poor
Eastern Cape	3 608	225	1 043	1 243	783	219	3 513	1 268	35%
Free State	6 613	1 768	2 657	1 372	442	444	6 683	4 425	67%
Gauteng	3 671	109	368	1 118	1 431	373	3 399	477	13%
KwaZulu-Natal	7 252	922	2 128	2 162	832	1 136	7 180	3 050	42%
Limpopo	7 292	269	1 089	1 877	2 424	1 613	7 272	1 358	19%
Mpumalanga	5 371	361	1 547	1 738	1 180	481	5 307	1 908	36%
Northern Cape	3 640	39	709	1 400	1 207	285	3 640	748	21%
North West	5 176	240	1 116	955	982	116	3 409	1 356	26%
Western Cape	6 424	171	539	1 383	2 311	1 796	6 200	710	11%
Total km	**49 047**	**4 104**	**11 196**	**13 248**	**11 592**	**6 463**	**46 603**	**15 300**	
%		8%	23%	27%	27%	13%	95%	31%	

Growth in Vehicle Traffic



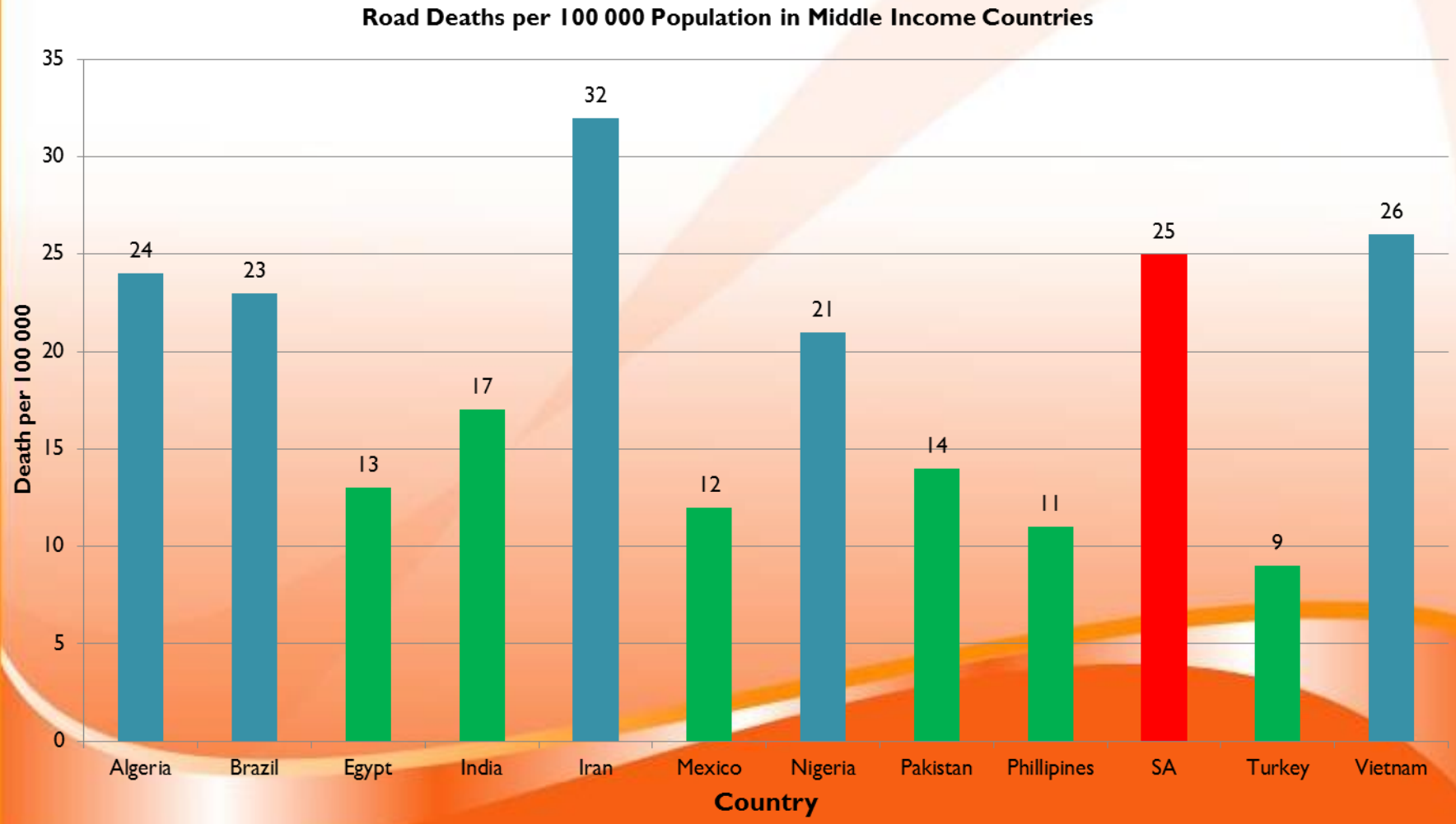
CSIR
our future through science

History of Road Crashes in SA



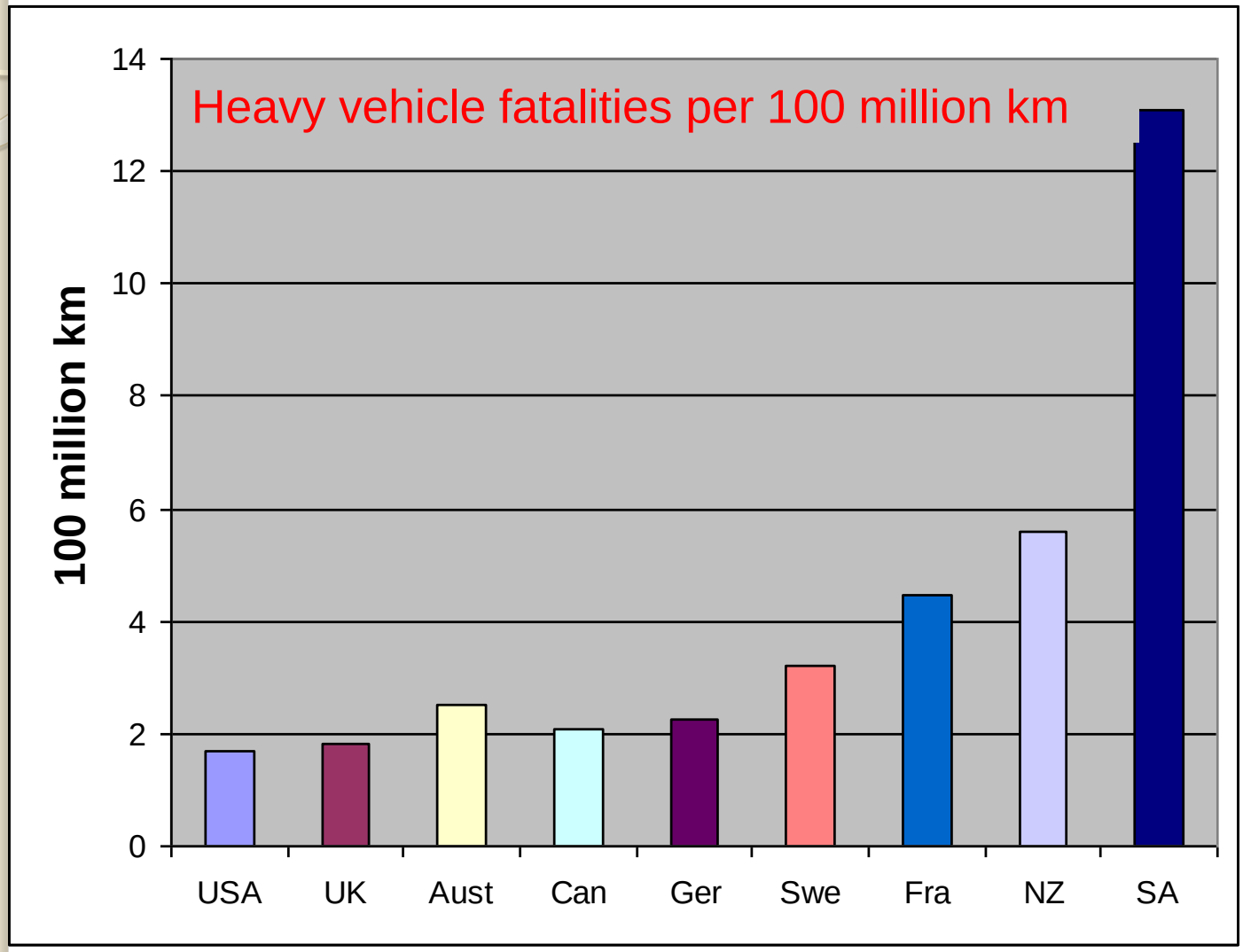
CSIR
our future through science

Road Fatalities



Source: RTMC, Road Safety Strategy

BENCHMARKING HEAVY VEHICLE SAFETY REPORT 2002



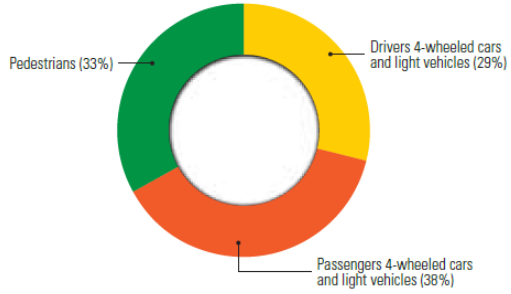
CSIR
our future through science

GLOBAL STATUS REPORT ON ROAD SAFETY 2015

SOUTH AFRICA

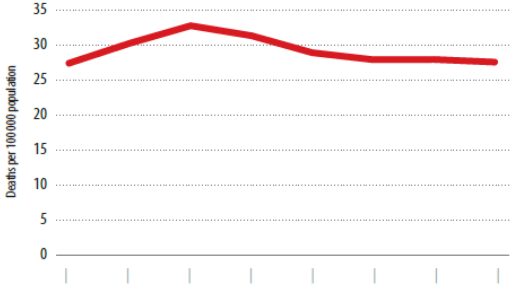
Population: 52 776 130 • Income group: Middle • Gross national income per capita: US$ 7 190

DEATHS BY ROAD USER CATEGORY



Source: Road Traffic Management Corporation (data from 2010–2011).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Traffic Management Corporation.

INSTITUTIONAL FRAMEWORK

Lead agency	Road Traffic Management Corporation
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2015)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	9 909 923
Cars and 4-wheeled light vehicles	8 894 239
Motorized 2- and 3-wheelers	367 231
Heavy trucks	350 498
Buses	54 494
Other	243 461
Vehicle standards applied[a]	
Frontal impact standard	No
Electronic stability control	Yes
Pedestrian protection	Yes

[a] UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2010–2011)	13 802[b] (76% M, 24% F)
WHO estimated road traffic fatalities	13 273
WHO estimated rate per 100 000 population	25.1
Estimated GDP lost due to road traffic crashes	7.8%[c]

[b] Road Traffic Management Corporation. Defined as died within 30 days of crash.
[c] Road Traffic Management Corporation and iRAP (data from 2013).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	58%[d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Seat-belt wearing rate	33% Drivers[e], 31% Front seats[e]
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

[d] National Injury Mortality Surveillance System (NIMSS) (data from 2010).
[e] Traffic Offence Survey RTMC (data from 2010).

Management Systems (Standards)

- Management system standards are well known, and extensively used (ISO 9001, ISO 14001, etc.) by both Public and Private Sector Organisations;

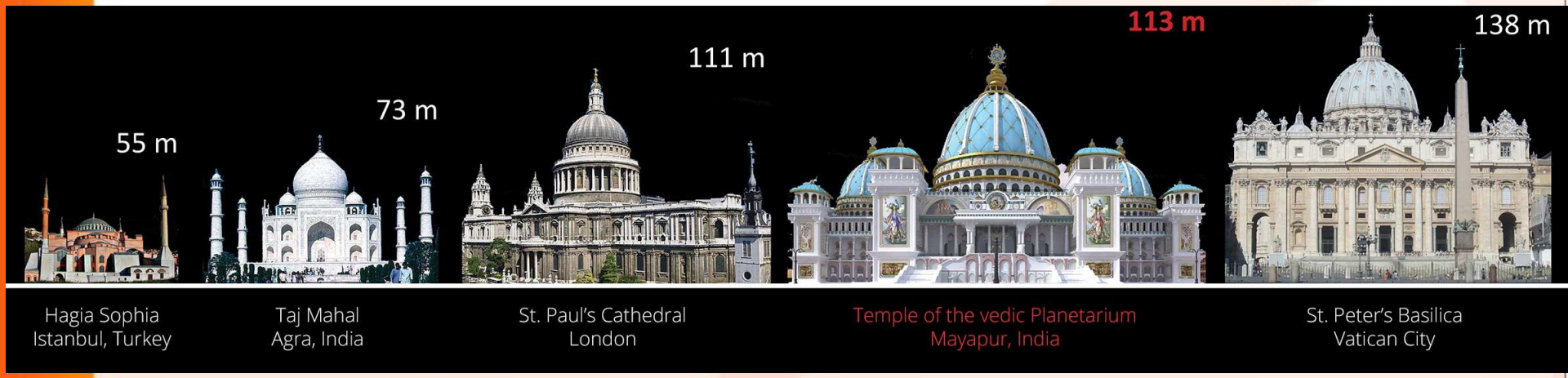
- Main Objectives to implement a Management System (a set of standards)
  - Conformity to set of National/ International norms and standards.
  - Compliance to Legislation.
  - Conforming goods and services,
  - To enhance customer satisfaction
  - To establish a culture of continuous improvement
  - Quality Assurance to:
    - Government
    - Customers
    - Public
- Key Enabling/Success Factors
  - Management support
  - Organisation culture
  - Employees
  - **Auditing for *Effective Risk Minimization***

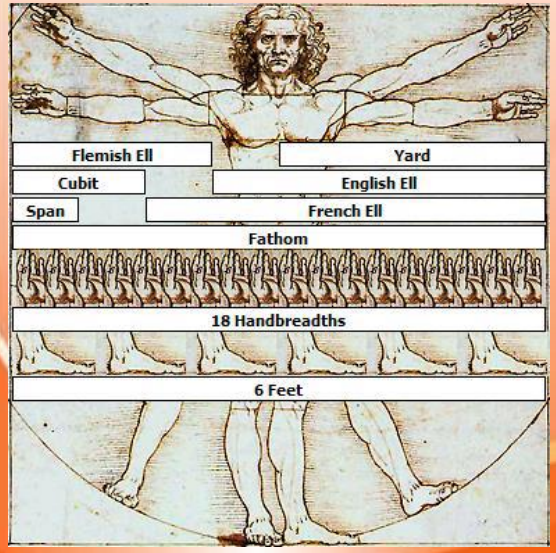
Management Systems (Standards)

What can standards do?

- Reduce unnecessary variety
- Usability
- Compatibility
- Good practice
- Understanding
- Protection
- Less waste
- Lower costs of production
- Provide assurance of quality
- Eliminate unnecessary barriers to trade
- Provide a marketing advantage
- Enable rapid technology transfer

Standards


55 m
73 m
111 m
113 m
138 m
Hagia Sophia
Istanbul, Turkey
Taj Mahal
Agra, India
St. Paul's Cathedral
London
Temple of the vedic Planetarium
Mayapur, India
St. Peter's Basilica
Vatican City


Flemish Ell
Yard
Cubit
English Ell
Span
French Ell
Fathom
18 Handbreadths
6 Feet


ISO


VISA
Maestro
DEBIT CARD
VISA

Management Systems (Standards)

Supporting Policies & Strategies in SA Indicating for a need to develop & Implement Transport Management Systems in South Africa

(Political Support)

INTERNATIONAL ROAD SAFETY STRATEGY

Decade of Action and its linkage to ISO39001 (Road Traffic Safety Management System)

Global Plan
for the Decade of Action
for Road Safety 2011-2020

Together we can save millions of lives.

DECADE OF ACTION FOR ROAD SAFETY 2011-2020
www.decadeofaction.org

Page 12: Pillar 1- Road safety management

- ***Establish a lead agency*** *(and associated coordination mechanisms) on road safety involving partners;*

- ***Promoting*** *road safety management initiatives such as the new ISO traffic safety management standard* ***ISO 39001 (RTSMS)***

Activities over the Decade should take place at local, national, regional and global levels, but the focus will primarily be on national and local level actions. Within the legal constructs of national and local governments, countries are encouraged to implement activities according to five pillars below.

National activities

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

International coordination of activities

THE GLOBAL GOALS
For Sustainable Development

12.6 Encourage companies, especially large and transnational companies, to adopt sustainable practices and ….
12.7 Promote public procurement practices that are sustainable, in accordance with national policies and priorities

Road Traffic Safety Management System

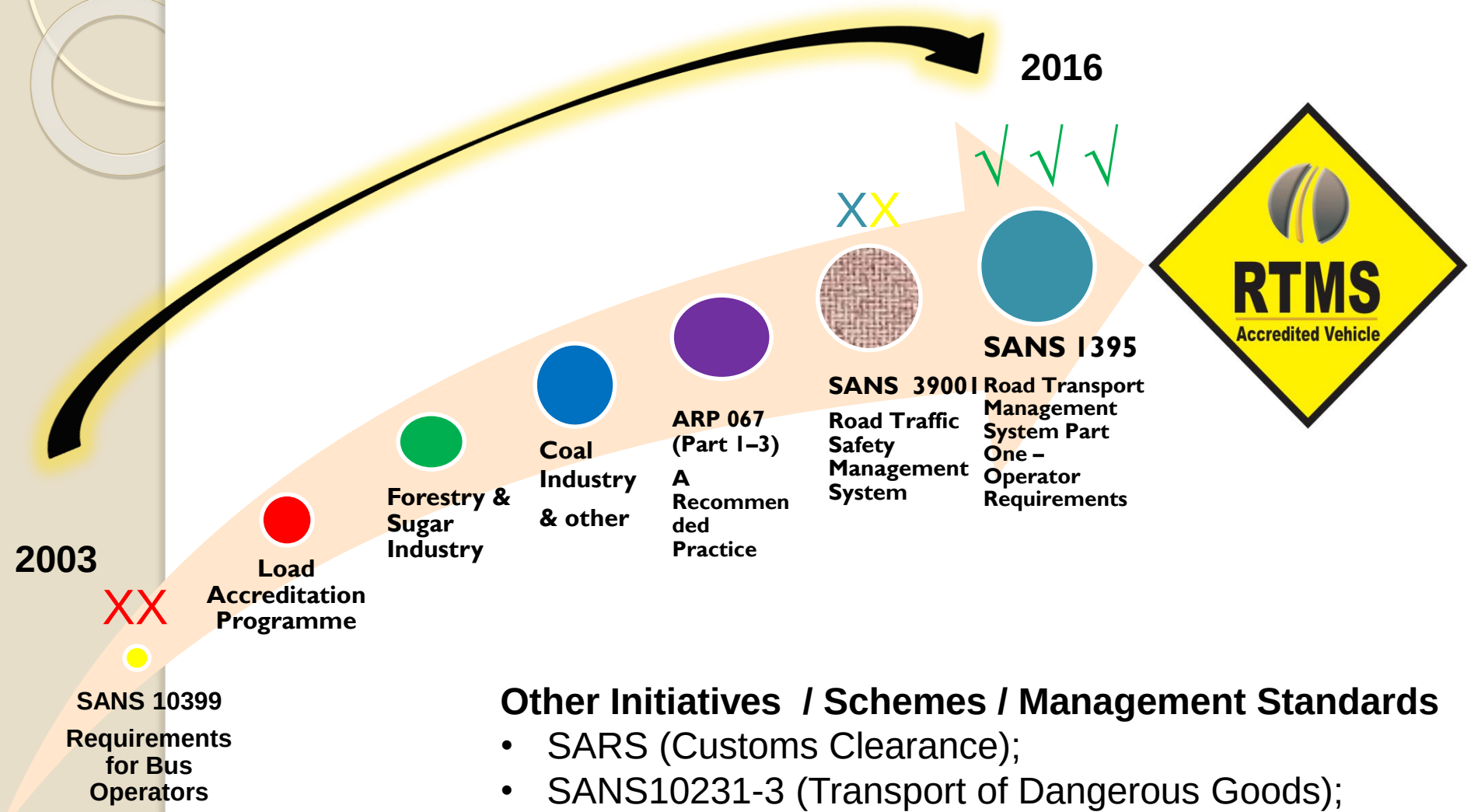
Performance factors

- ✓ Infra (Plan, Design, Const, Main)
- ✓ Use of appropriate roads
- ✓ Personal safety equipment
- ✓ Safe speed
- ✓ Fitness of drivers:
  fatigue, alcohol, distraction
- ✓ Journey planning
- ✓ Vehicle safety
- ✓ Appropriate authorisation
- ✓ Removal of vehicles and drivers
- ✓ Post crash response

Implementation Process

ISO 39001 GLOBAL FOOTPRINT
(Participating & Observing Countries).
AFRICA FOOTPRINT: Nigeria &South Africa)

Development & Implementation of Transport Management Systems in South Africa



Other Initiatives / Schemes / Management Standards

- SARS (Customs Clearance);
- SANS10231-3 (Transport of Dangerous Goods);
- SANTACO (Taxi Industry);
- OCAS (Cross Border Road Transportation)
- PBS Research Project

What is ISO 39001

- The SANS 39001 is adopted from the Road Traffic Safety Management System (ISO39001), which was developed by the International Standards Organisation as a tool to support the implementation of the Decade of Action Global Road Safety Plan and is applicable to a range of organizations, including both public and private enterprises with responsibility for:
  - the design and production of cars, trucks and other road vehicles including parts and equipment;
  - transporting goods and people;
  - generating significant flows of goods and people;
  - personnel working in the road transport system;
  - the design, building, operation and maintenance of roads and streets;
  - providers of emergency medical assistance to crash victims;
  - Various Government Departments
  - other

What is ISO 39001

- ISO 39001 specifies requirements for a Road Traffic Safety (RTS) Management System to enable an organization that interacts with the road traffic system to reduce death and serious injuries related to road traffic crashes which it can influence.
- The requirements in ISO 39001 include development and implementation of an appropriate RTS policy, development of RTS objectives and action plans, which take into account legal and other requirements to which the organization subscribes, and information about elements and criteria related to RTS that the organization identifies as those which it can control and those which it can influence.

What is ISO 39001

- **Philosophy**
  - Based on Decade of Action Global Road Safety Plan (2011-2020) – a collective approach required to reduce injuries and loss of lives
- **Desired Outcome**
  - Improve road traffic safety by reducing deaths and serious injuries
- **Targeting Public & Private Sector Organisations**
  - Road Authorities and Road Agencies;
  - RTMC & Traffic Authorities;
  - Emergency Response Services & Organisations;
  - Government Fleet;
  - Vehicle and Driver Testing Centers;
  - Public Transport Operators (Buses, Taxis, metered taxis & Uber);
  - Manufacturers;
  - Consignors & Consignees & Transport operators;

Benefits of ISO 39001

- The implementation of the standard is supposed to put the organizations, which provide the system "road traffic", into the position to improve the traffic safety and to reduce by that the number of persons killed or severely injured in road traffic.

- compliance to existing legislation e.g. OHSA, GIMA, NRTA, NEMA and can contribute to an improvement in Government service delivery obligations, the preservation of our environment, improve road safety, improve productivity.

- Within Industry / Private Sector – Improved Governance, Road Safety, Productivity and an opportunity to qualify for Government Concessions

What is SANS 1395

RTMS (Road Transport Management System)

- Is an Industry-led,
- voluntary self-regulation scheme
- that encourages consignees, consignors and transport operators engaged in the road logistics value chain
- to implement a vehicle management system that preserves road infrastructure, improves road safety
- and increases the productivity of the logistics value chain.
- This scheme also supports the Department of National Overload Control Strategy, Transport's National Freight Logistics Strategy and Road Freight Strategy

Benefits of SANS 1395

- Transport operators who invest in becoming RTMS accredited are recognised for their commitment to responsible business through a series of concessions.
- RTMS is a suitable tool for Consignors/ees to comply with existing legislation - NRTA
- The most notable is the opportunity to investigate the implementation of Performance Based Standards (PBS). This in short means that a vehicle can be designed outside the current legal limits, whilst still complying with certain safety and other requirements and can, therefore, carry heavier payloads.
- Government has given permission for the development and operation of various such vehicles within industry which is part of a CSIR research project.

What is SANS 10399

SANS10399 (Requirements for Bus Operators)

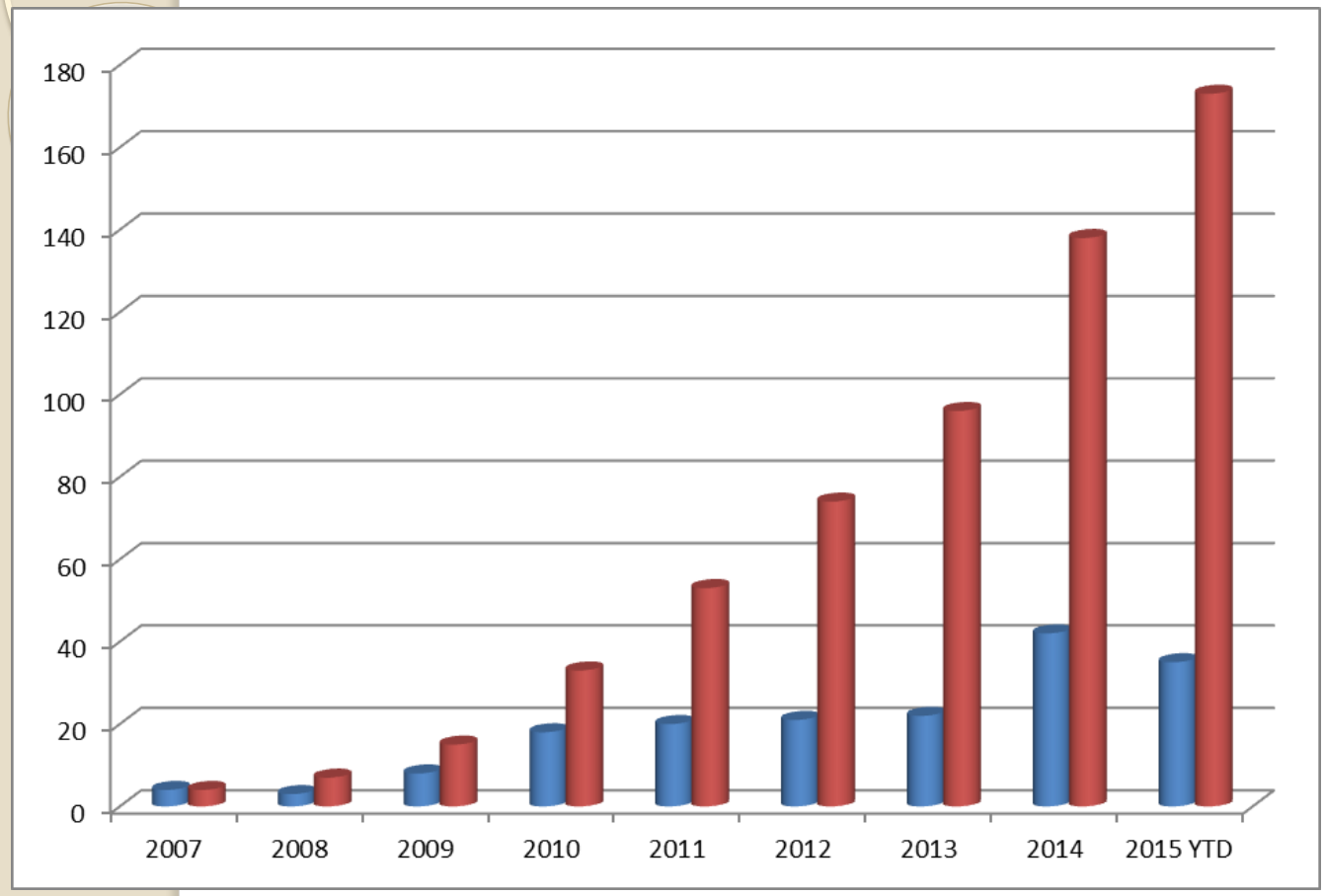
- Commissioned by late Minister Dulla Omar
- Is a Government & Industry-led,
- scheme for Bus Operators to implement a vehicle management system that improves bus operations and road safety.
- This scheme was put in place to support the Road to Safety Strategy (2001 – 2005)
- Initial target group was the companies receiving Government Bus subsidies and the inter-provincial bus/ fleet operators.
- Note – currently only PRASA (Autopax Division) is certified against SANS 10399 by the SABS.

Role of RTMS and ISO39001

Organisation	Road Traffic Safety	Road Infrastructure Protection	Productivity
• Road Authorities • Road Construction Companies • Schools			
• Consignors • Transport Operators • Consignees			
• Law Enforcement Agencies • Car rental companies • Emergency Services • other			

Target organisations for **SANS 39001 (RTSMS)** and SANS 1395 (RTMS)

RTMS Success Stories
(Heavy Vehicle Transport Industry)



175 fleet representing approx. 10 000 trucks & buses (In 2007 their were 74 RTMS certified vehicles)

Four bus operators:

- Buscor 404 buses
- Intercape 152 buses
- GABS approx. 1100 buses

24 abnormal load operators:

- 258 vehicles
- Plant hire, construction, engineering, mobile cranes
- 2 commercial A/L operators (108 vehicles)

165 PBS Vehicles (in various provinces & from various industries)

CSIR
our future through science

Long Term Project Considerations

- **Will there be an Aggressive Expansion of RTMS? What are Industry Targets!!!**
  - How many "RTMS Accredited Vehicles"
  - How much tonnes moved by "RTMS Accredited Operators"
  - How many "RTMS Accredited Operators"
- **Legislation Provisions**
  - Is there need?
  - What should it be?
  - How to regulate Smart Trucks?
- **Roads Policy**
  - Supports RTMS
  - No final resolutions on Requirements for Auditors and Certification Bodies
- **Full Scale Smart Trucks (PBS) Rollout**
  - The need expand the scope PBS research?
  - Which other Industries should be targeted? Why?
  - What is the goal / outcome/ industry expectations?
  - Formal Industry feedback to Government. When?
  - How & who to monitor nationally? (Appropriate Controls in KZN)
  - What about existing "legal" fleet? When will PBS design principles be used?
  - The need for a Heavy Vehicle Summit
- **Requirements for PBS Transportation**
  - RTMS Accreditation for Operators is a prerequisite;
  - Why not / When - RTMS or ISO39001 accreditation for Consignees Consignors?
- **Certification and Accreditation Requirements**
  - Certification Bodies
  - Requirements for Standards Auditors
- **Impact to the Developmental Goals / Objectives for South Africa**
  - Trade Barriers;
  - Transformation for the Sector;
  - Job creation and skills development;
  - Opportunities for Women, Youth, Persons living with disabilities

Certification & Accreditation

IAF – International Accreditation Forum

(IAF manages the following arrangements - Accreditation bodies, which have been evaluated by peers as competent, sign arrangements that enhance the acceptance of products and services across national borders)

NRCS – Mandate to control National Regulatory activities & enforce compulsory regulations

SABS - Mandate to develop, promote & maintain National & International Standards

NMISA – Mandate to maintain & develop scientific standards of physical & ensure global measurement equivalence

SANAS – Mandate to Accredit & facilitate Trade

Legal Structures after "Institutional Reform" (4 Agencies)

Accreditation for Conformity Assessment, Calibration and Good Laboratory Practice Act (Act No.19 of 2006)

FUNCTIONS: ACCREDITATIONT N OT CERTIFICATION . CONDUCTS ASSESSMENTS NOT AUDITS

South African Auditor Training and Certification Authority (NPO)

(SAATCA is the only accredited Personnel *[Management Systems Auditors]* certification body that has been accredited by SANAS)

Immediate Needs

- **ISO39001 Implementation manual / starter pack to be developed for:**

- Road Authorities and Road Agencies (Government);
- RTMC & Traffic Authorities (Government);
- Emergency Response Services (Government & Private Sector);
- Driver Testing Centers (Government);
- Vehicle Testing Centers (Government & Private Sector);
- Cross Border Road Transportation.
- other

Opportunities for Industry

- Development of Sector Specific Implementation Manuals;
- Marketing and Awareness;
- Consulting services;
- Implementation Support;
- Auditing services;
- Certification Bodies;
- Training and Capacitation Programmes;
- other

Recommendations

- ISO39001 DGs Forum with SABS, SANAS, NRCS, NMISA, TETA, SAATCA, CSIR and the Transport Agencies (RTMC, RTIA, CBRTA, SANRAL, RSR, RAF, PRASA);
- Alignment with the work of the local SABS / TC 241;
- Requirements and the role of Certification Bodies;
- Accreditation of Standards Auditors;
- Development of the ISO39001 "Sector Specific" Implementation Manuals;
- Public Private Partnerships (Marketing, Awareness, Implementation Support);
- Regional and International Partnerships with Participating Countries;
- Capacitation of staff in Government and the Agencies;
- Training for members of the Road Safety Youth Forum (Road Safety Ambassadors).

THANK YOU