



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

Roads Pavement Forum

Update on NDoT Policy, Legislation, Strategy Projects

Cape Town, 8 May 2018

Prasanth Mohan (Chief Director: Road Infrastructure & Industry Development)



- **Purpose**
- **Important Considerations**
- **Summary of Key Projects**
- **Roads Policy Project Update**
- **Feedback on the Roads Funding Workshop**
- **Next Steps**
- **Questions & Discussions**



IMPORTANT CONSIDERATIONS

- **The current social, economic and political environment;**
 - The need to address Poverty, Inequality and Unemployment;
 - Transformation related issues;
 - The need for “back to basic” business ethics
- **Roads Related Issues**
- **Backlogs (maintenance, upgrades, capacity related, etc.);**
- **Addressing Access Road requirements (social);**
- **New Road Projects (economic)**
- **Addressing issues contributing to our poor Road Safety Record**
 - The need to influence “road user behavior”
 - The need for everyone to take responsibility for road safety
- **Governance, Administration and Efficiency;**
- **WHAT DOES THIS MEAN / RELEVANCE TO RPF ATTENDEES?**
 - The need for industry / private sector to partner with Government to make a contribution to address the above-mentioned issues.
 - Meaningful contribution by the Sector to realise the Transformation Agenda and Objectives;



- The Department of Transport has published an **Amendment to the National Road Traffic Regulations, 2000** for comment. The draft regulations are published in Government Gazette 41586 of 20 April 2018. Comments may be submitted until 18 May 2018. <http://www.gpwonline.co.za/Gazettes/Pages/Published-Separate-Gazettes.aspx>
- It is a comprehensive amendment that covers numerous topics. Draft regulations on microdots, the fitment and control of microdot fitment centers, regulations on the exemption of abnormal vehicles and procedures for cancelling learner's and driving licenses obtained contrary to the provisions of the legislation, are among the amendments that have been published for comment.
- Provisions on overloaded vehicles that carry dangerous goods and rules of the road on the passing of a cyclist and convoys on public roads have also been included. The draft amendments will be part of the presentations in the legislation workshops in May 2018.



- The proposed establishment of an Entity to manage and administer the **Road Accident Benefit Scheme (RABS)** in South Africa to ensure expanded access to benefits by removing the requirement to establish 'fault' as a determinant to qualify for benefits.
- The focus areas of the RABS are to
 - Improve the ability of health and other systems to provide appropriate emergency treatment and to address the longer term rehabilitation for crash victims
 - the RABS will ensure that benefits intended for road crash victims and their dependants are in fact received by the intended beneficiaries.



4 No. 41437 GOVERNMENT GAZETTE, 12 FEBRUARY 2018

GOVERNMENT NOTICES

DEPARTMENT OF TRANSPORT

NO. 106 12 FEBRUARY 2018

PUBLICATION FOR COMMENTS: ECONOMIC REGULATION OF TRANSPORT BILL, 2018

The Economic Regulation of Transport Bill, 2018 is hereby published for public comments.

Any interested persons are requested to submit written comments in connection with the Economic Regulation of Transport Bill, 2018, within 30 days from the date of publication of this notice in the Government Gazette.

All comments should be posted to the Director-General of the Department of Transport for the attention of Mr Moeketsi Sikhudo at:

Department of Transport
Private Bag x 193
Pretoria
0001

Or alternatively email to:
E-mail: ster@dot.gov.za
Tel: (012) 309-3014

- Economic regulation in transport is currently fragmented, inconsistent and in some cases non-existent
- South Africa needs to ensure the efficiency and cost-effectiveness of its transport system in order to meet its economic and social goals
- Proposed **Economic Regulation of Transport Bill, 2018**
- On 12 February 2018, the Bill was issued for 30 days public commentary period through Government Gazette Vol. 632, No. 41437
- The objectives of the Bill is to:
 - Consolidate the economic regulation of transport within a single framework;
 - Establish the Transport Economic Regulator;
 - Establish the Transport Economic Council; and
 - Make consequential amendments.
- Enquires: Mr Mpolokeng Makhari (Acting DDG: Integrated Transport Planning)



ROAD TARIFF DETERMINATION FRAMEWORK

- The framework will provide guidance to Government when evaluating any new road tolls;
- It is guided by standard principles of economic regulation, which balance the need for funding of road infrastructure in SA with the requirement that consumers face fair charges for the use of this infrastructure;
- The framework will be applicable on toll roads which are currently managed by SANRAL, future concessionaires and other spheres of government and road authorities
- However, in terms of the existing contracts that SANRAL has with their concessionaires, the framework will not apply, but will affect new contracts,
- Enquires: Mr Mpolokeng Makhari (Acting DDG: Integrated Transport Planning)



REVIEW OF NATIONAL FREIGHT LOGISTICS OF 1995

- The review of the National Freight Logistics Strategy endorses and amplifies specific recommendations of that document (NFLS of 1995) and provides motivation for those and other interventions that are still in need of urgent implementation.
- Enquires: Mr Mpolokeng Makhari (Acting DDG: Integrated Transport Planning)



REVIEW OF WHITE PAPER NATIONAL TRANSPORT POLICY OF 1996

The broad objectives of the Government's transport policy are:

- To support the goals of the prevailing, overarching plan for national development to meet the basic accessibility needs of the residents of South Africa, grow the economy, develop and protect human resources and involve stakeholders in key transport-related decision making;
- To enable customers requiring transport for people or goods to access the transport system in ways that best satisfy their chosen criteria;
- To improve the safety, security, reliability, quality, and speed of transporting goods and people;
- To improve South Africa's competitiveness and that of its transport infrastructure and operations through greater effectiveness and efficiency to better meet the needs of different customer groups, both locally and globally;
- To invest in infrastructure or transport systems in ways that satisfy social, economic or strategic investment criteria; and
- To achieve the above objectives in a manner that is economically and environmentally sustainable, and minimises negative side effects.

Note: When the Department embarked on the process to revise and update the 1996 White on National Transport Policy, it was decided that the revised Transport Policy should be structured to address issues facing the various sub-sectors at a macro-policy level and to develop detailed sector specific policies as an extension to the Revised White on National Transport Policy. Therefore, the Roads Policy was produced in parallel with the Rail, Aviation and Maritime policies.

- Enquires: Mr Mpolokeng Makhari (Acting DDG: Integrated Transport Planning)



- **The goals of the National Rail Policy are as follows:**
 - Reposition the country's rail networks as transport backbone from which to serve the urban and medium-to-long-distance mobility needs of its natural citizens and the logistics needs of its corporate citizens;
 - Provide a long-distance national rail network with access for qualified operators, PRASA for passenger trains, as well as TFR and third parties for freight trains, subject to appropriate economic and safety regulation.
 - Provide affordable, value-for-money mobility for the country's people and visitors in densely populated urban settings, as well as in densely travelled medium- and long-distance corridors;
 - Enhance the competitiveness of the country's exports in global markets to facilitate trade with its partners;
 - Maximise the socio-economic contribution of rail transport in South Africa, the Southern African Development Community (SADC) region, and the rest of Africa, and optimise the economic balance between rail, road and other transport modes;
 - Support the country's commitments to mitigating climate change by repositioning rail to substantially increase its national transport task contribution, thereby to reduce energy consumption and the associated harmful emissions; and
 - Enable economic and social development by promoting SMMEs, co-operatives, rural development and BBBEE and create employment, maintenance and productive capacity in the rail industry.
- Enquires: Mr Jan-David Villiers (Acting DDG: Rail Transport)



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PROPOSED ROADS POLICY

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2030
NDP

ROADS POLICY FOR SOUTH AFRICA



Technical Support

- Review of inputs, comments, etc.
- Develop the Final Draft Proposal

Project Status

- All comments received sent
- Awaiting the proposal from ITSE
- Internally – work in progress with a review and analysis of the comments received





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DEPARTMENT OF TRANSPORT

PUBLICATION OF DRAFT ROAD POLICY FOR SOUTH AFRICA FOR PUBLIC COMMENT

I, Mr Joe Maswanganyi, Minister of Transport, hereby publish the Draft Road Policy for South Africa for public comments.

Interested parties and organisations are invited to submit to the Acting Director – General: Department of Transport, within (14) days of the publication of this notice in the gazette, written representations or comments of the Draft Road Policy for South Africa at the following:

By Post: Attention: Mr Moshe Ramotshwane
The Acting Director General
Department of Transport
Private Bag X 193
PRETORIA
0001

By hand: Ground floor of the Department of Transport, Forum Building marked for attention of Mr Moshe Ramotshwane.

By email: ramotsa@dot.gov.za

Any enquiries in connection with the Draft Road Policy for South Africa can be directed to Mr Moshe Behupiling at 012 300 3036.

Comments received after closing which is 12 March 2018 may not be considered.

Mr M J Maswanganyi, MP
Minister: Transport
Date:

COMMENTS AND SUBMISSIONS

- SABS comenst and into received
- 📄 Cape Chamber Submission - Development of a Roads Policy f...
- 📄 City of CT_EM188_Comments on the Draft Roads Policy for SA...
- 📄 Ethekweni .pdf
- 📄 Ethicore for SRSA_Submission_Draft Roads Policy_DRAFT_09A...
- 📄 NRSSC Terms of Reference .pdf
- 📄 Open Streets Feedback on Draft Road Policy published in Gove...
- 📄 RFA.comment.draft.revised.white.paper.29mar18.pdf
- 📄 TASA response.pdf
- 📄 WC_DEADP Comments_Draft National Roads Policy.pdf
- 📄 WC_DoT comments on draft roads policy for SA.pdf
- 📄 WC_Roads Policy Comments.pdf
- 📄 SARB KZN Regions comments.doc
- 📄 ~SNA Comments on Annexure A.docx
- 📄 ~SRTSMA comments on Road Traffic Signs section 020518.docx
- 📄 3 May Meeting notes of Draft final funding chapter.docx
- 📄 CBTRA INPUTS ON REGIONAL INTEGRATION.docx
- 📄 Feedback from ITP Branch on Regional Integration Section.docx
- 📄 Hendrik Petricks comments.docx
- 📄 NUMSA.docx
- 📄 Pradeep Boodoos comments.docx
- 📄 Prat Ramkilawon comments.docx
- 📄 SABS feedback to suggestions by Prat Ramkilawon.docx
- 📄 SANA Comments on Annexure A.docx
- 📄 SARTSMA comments on Road Traffic Signs section 020518.docx
- 📄 SARTSMA COMMENTS ON ROADS POLICY DRAFT.docx
- 📄 TSHWANE Comments on Roads White Paper March 2018.docx



PROBLEM STATEMENT

- **There is inequitable access for all road users**, i.e. pedestrians, cyclists, other NMT road users, motorists, heavy vehicle operators etc.
- **Excessive** number of **Road Crashes, Fatalities and Injuries**.
- **Deterioration of the road infrastructure** condition and the **poor quality of infrastructure**.
- There is a **decline in the Governance, Administration and Efficiency of Roads and Traffic Authorities** (National, Provincial and Local Government) in South Africa.

OBJECTIVES OF THE ROADS POLICY

- Alignment with national developmental priorities
- Provide an over-arching policy that covers all aspects of the road sector and applies to all three spheres of government;
- Clear national directive on how to tackle road safety;
- Clear national directive on how improve the management of the road infrastructure;
- Determine financial options in the road infrastructure investments, road safety, law enforcement and enabling mechanisms to implement programmes and projects;
- Provide Policy certainty with clear and concise regulatory framework for roads;
- Ensure integration of plans for stream-lined and integrated service-delivery;
- Ensure integration of NMT as a recognized mode in the transport system;
- Maximize jobs creation and skills development;
- Ensure proper, Monitoring, Evaluation & Reporting of transport programmes



The Department of Transport in partnership and support from the Road and Traffic Authorities wants to develop the Road Policy for South Africa that seeks to identify suitable solutions to address the following key questions or challenges that confronts the roads sector:

- Understanding the roles and responsibilities of all role-players, institutional arrangements and coordination structures. How should institutional arrangements and coordination be improved?
- Pedestrians, cyclists, other non-motorised transport (NMT) road users, motorists want access to the roads for personal and business use and heavy vehicle operators need access and usage of the roads for their customers and suppliers. What is the most appropriate and affordable way to address the equity problem?
- How should the road network re-classification process be completed and managed?
- What kind of interventions are required within the existing business processes and environment to improve Governance, administration and efficiency to achieve compliance to legal requirements, technical specifications, safety, and to meet the customer needs;
- What are the data formats and information systems requirements for road and traffic authorities for effective and informed decision-making?
- What sustainable funding mechanisms should be considered to ensure system sustainability?
- Understanding the scope of work, the legal and technical considerations and/or requirements applicable to the road sector and associated risks. How should the human capital be developed to capacitate the State Road and Traffic Authorities?
- in order to improve governance and administration to optimise efficiency in road infrastructure provision, including road traffic and safety management.



HOW IS ROADS POLICY BEING FORMULATED

The Roads Policy for South Africa is a review, update and consolidation of the

- Road Infrastructure Strategic Framework for South Africa (RISFSA), the
- National Road Safety Strategy (NRSS), and the
- Draft Non-Motorised Transport Policy of 2007.

In addition, information from the following documents, but not limited to:

- Decade of Action, Global Road Safety Plan, 2011
- Comparison of National Safety Policies and Plans (Various Countries) by the World Road Association, 2012
- Assessing the Potential Macro-Economic Impact of a Freight Modal Shift from Road to Rail, May 2015
- National Rail Policy Green Paper, August 2015
- Regional Corridor Development Strategy for South Africa (Final Report), March 2016
- Review of the 2005 National Freight Logistics Strategy (Draft Report) November 2016
- Revised White Paper on National Transport Policy, March 2018
- Road Funding Workshop Report, March 2018 by Peter Thomas Participlan Group Facilitation (Pty) Ltd

Finally, the views, inputs, suggestions and comments from stakeholders from both within Government and the outside Government are being considered for incorporation into the final version of the Roads Policy for South Africa. ¹⁶



ISSUES TO CONSIDER FOR INCORPORATION AFTER RECEIVING COMMENTS & INPUTS

- Including sections - Defining the Scope of Work, Coordination Structures, the legal, technical and other requirements in the key sections;
- More about “Adopting the Systems Approach” (ISO & SABS Standards) into business processes as the key instrument to address Governance, Administration & Efficiency by the Road Authorities and Traffic Departments, VTS, Agencies, etc. (e.g. ISO37001, ISO39001, ISO55000)
- Policy agenda for stakeholder consultations with Politian's, Communities, and other stakeholders;
- Non-motorised Transport infrastructure and services recognised within planning & project provisions;
- Policy position on use of the user pay principle, setting fees and on transparency of projects.
- Policy position on proposed new ring-fenced fund and for grants to be accessible to “all road authorities” and for regulations for fees and grant disbursements ;
- Position on enabling legislation provisions to support policy implementation;
- Policy position for addressing skills and capacitation of Government Departments.
- Various Infrastructure related issues



ISSUES TO CONSIDER AFTER RECEIVING COMMENTS & INPUTS

- **Defining the Scope of Work, Coordination Structures, the legal, technical and other requirements in the key sections – the suggestion being that Information should be provided within the document for it to be clearly understood:**
 - that the scope of work for the “road regulation, the administration, planning, management and coordination of road safety programmes and traffic law enforcement operations” is by no means routine. It is a complex set of activities, which requires the relevant Department to have a team of various specialists with the correct profile for their respective jobs i.e. having a relevant educational background, appropriate experience, competence and knowledge;
 - Appointment of service providers;
 - Costing of and the Quality of services received from the private sector;
 - Engagements with Stakeholders (Political, Administrators, Service Providers, Road Users, Various associations, etc)



SYSTEMS APPROACH CASE STUDY: VEHICLE TESTING STATIONS

- The **South African Bureau of Standards (SABS)** is the Government Agency that was established in 1945 in accordance with the Standards Act, 1945 (Act No.24 of 1945) and continues to operate under the mandate as given in the Standards Act, 2008 (Act 8 of 2008) as the National Standardisation Institution in South Africa.
- During the 1990s, the Vehicle Test Station (VTS) Industry was privatized and it was legislated that all VTS's will comply with SANS 10216 (Evaluation of Vehicle Test Stations). The SABS was officially appointed as the Inspectorate of Vehicle Test Stations by the Department of Transport.
- All provincial, municipal and private testing stations that applied are audited/inspected by the appointed SABS Inspectorate to verify compliance to SANS 10216 and are then registered by the respective Provincial department and given an infrastructure number that allow them access on the NaTIS system.



SYSTEMS APPROACH CASE STUDY: VEHICLE TESTING STATIONS

- Reasons why the SANS10216 certification and accreditation scheme failed?:
 - Understanding of problem/s to be solved;
 - Incorrect understanding and/or application of the Legislation provisions;
 - Government cannot be responsible for certification audits (inspections);
 - Government is responsible for audits (inspections) as the Regulator;
 - SANAS has no Certification Scheme for SANS10216;
 - SAATCA has no Auditor Registration Scheme for SANS10216;
 - This implies “no or a poor quality assurance model” was used;
 - According to SABS most private sector VTS generally comply to SANS 10216 (Evaluation of Vehicle Test Stations) and some Government VTS don't comply;
 - This implies
 - no accountability and no Quality Policy at VTS;
 - VTS staff need training on Standards and Conformity Assessments, plus on Awareness, Understanding and Implementation of SANS10216;
 - The need for policy intervention

HOW DOES IMPLEMENTATION WORK (Legislation Perspective)

IMPLEMENTATION OF FRAUD & CORRUPTION (ISO37001) AND ROAD SAFETY (ISO39001) MANAGEMENT SYSTEMS



ISO/IEC
17011



the dti

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CONFORMITY ASSESSMENT BODIES (CABs)

(Inspection, Testing, Calibration & Certification)

Act 19 of
2006



Accreditation

Act 18 of
2006



Traceability

Act 5 of 2008

SABS

Standards

Act 5 of 2008



Regulations

ISO/IEC
17024




Based in South Africa, recognised by theDTI and only organization in South Africa that holds SANAS accreditation against ISO 17024 for Certification of Persons (Certification Body for Standards / Management System Auditors).



QUALITY ASSURANCE

IMPLEMENTING FRAUD & CORRUPTION (ISO37001) AND ROAD SAFETY (ISO39001)

	TYPE OF AUDIT		
	INTERNAL AUDITS	EXTERNAL AUDITS	
	FIRST PARTY	SECOND PARTY	THIRD PARTY
STANDARD	ISO 19011 <ul style="list-style-type: none"> Guidelines for auditing management systems 	ISO 19011 <ul style="list-style-type: none"> Guidelines for auditing management systems 	ISO IEC 17021 <ul style="list-style-type: none"> Conformity assessment — Requirements for bodies providing audit and certification of management systems
Why Audit?	<ul style="list-style-type: none"> Organizations audit themselves. 	<ul style="list-style-type: none"> Customers audit their suppliers. Regulators and other interested parties audit organizations. 	<ul style="list-style-type: none"> Certification bodies and regulators audit organizations.
Who can do Audits? Certification Technical Assessment	<ul style="list-style-type: none"> In South Africa – Certification Bodies (CB) must be approved by SANAS Technical Assessors (TA) review and advise SANAS on CB applications. Alternatively there are internationally recognised organisations to SANAS. The Certification Body is duty bound to appoint “competent auditors” i.e. one who has appropriate Knowledge/Skills/Experience (Subject Matter Expert) to do audits; ISO9011 & ISO17021 specifies the full requirements; In South Africa – Auditors can be registered with SAATCA or at an another locally SANAS approved body or an internationally recognised similar Organisation All parties listed above should be affiliated with the International Accreditation Form (IAF); 		

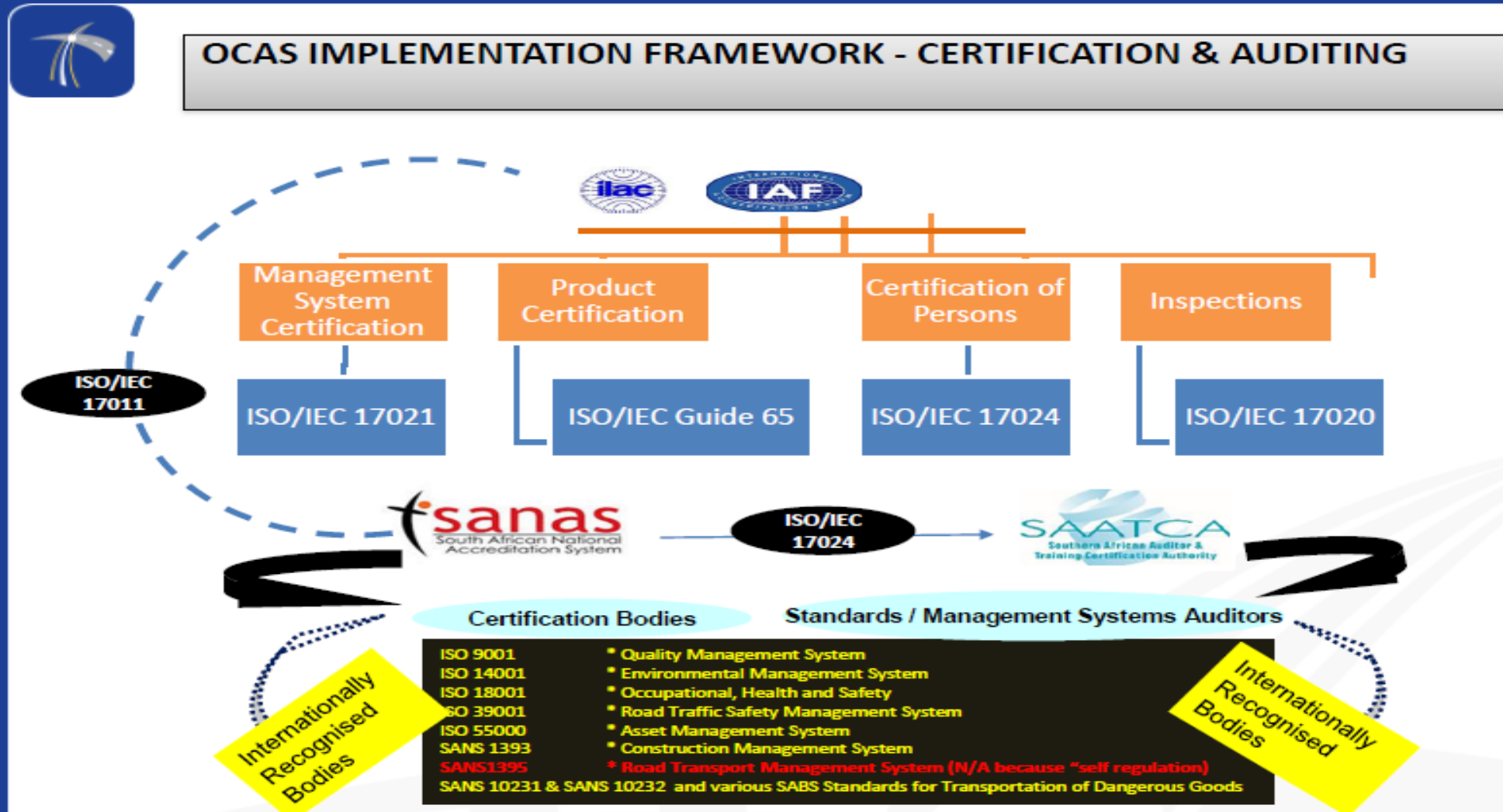
Independent Bodies

Government



QUALITY ASSURANCE

e.g. IMPLEMENTATION OF ISO39001 FOR THE CROSS BORDER TRANSPORT INDUSTRY





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SYSTEMS APPROACH BEING CONSIDERED ROAD TRAFFIC SAFETY MANAGEMENT SYSTEM (ISO39001)

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)

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SANS 39001:2013

Edition 1

ISO 39001:2012

Edition 1

SOUTH AFRICAN NATIONAL STANDARD

Road traffic safety (RTS) management
systems — Requirements with guidance for
use

This national standard is the identical implementation of ISO 39001:2012 and is adopted with the permission of the International Organization for Standardization.

Published by SABS Standards Division
1 Dr Latagan Road Groenkloof Private Bag X191 Pretoria 0001
Tel: +27 12 428 7911 Fax: +27 12 344 1568
www.sabs.co.za
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SYSTEMS APPROACH BEING CONSIDERED FRAUD & CORRUPTION (ISO37001) AND ROAD SAFETY (ISO39001)

SOUTH AFRICAN NATIONAL ROADS AGENCY LTD
CORPORATE ENVIRONMENTAL POLICY

VISION

To be recognised as a world leader in the provision of a superior primary road network in Southern Africa

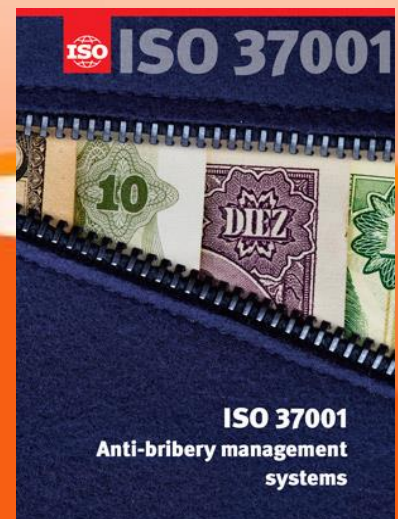
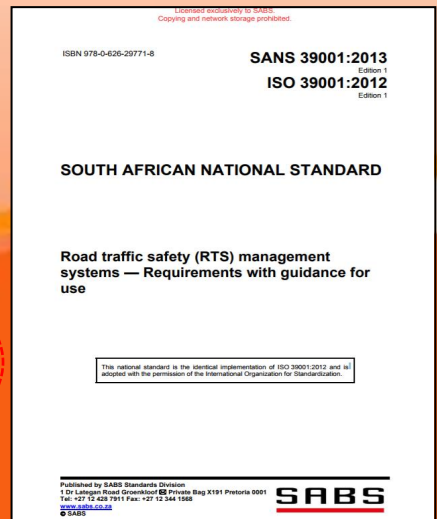
POLICY

Environmental management is a key component of road infrastructure development to achieve a shared vision for economic development and growth in South Africa in particular, and Southern Africa as a whole. In providing a sustainable road network that meets the requirements of both people and the environment, we are faced with many exciting challenges. We shall continuously strive to find a balance between the economic and social benefits of road-based transport on the one hand, and the protection of the environment on the other. We shall meet the challenges of providing sustainable, environmentally sensitive development through:

- Developing, implementing and monitoring an environmental management system;
- Ensuring that development proceeds in a socially, environmentally and economically sustainable manner;
- Continual improvement of environmental performance through regular reviews of the effects of development;
- Pursuing the best practical environmental option by promoting integrated environmental management principles;
- Integrating environmental duty of care into business planning and day to day activities;
- Conducting all operations, whether carried out by or on behalf of the Agency, in accordance with relevant environmental legislation, government policy, standards and industry accepted best practice;
- Minimising pollution and reducing or where possible mitigating the negative environmental impacts and/or promoting the positive environmental aspects as a result of the Agency's activities within socially and economically acceptable limits;
- Promoting the participation of all interested and affected parties in planning and implementation decisions taking into account the interests, needs and values of all stakeholders involved;
- Including environmental considerations in all aspects of strategic planning of our road and traffic management;
- Promotion of environmental awareness among employees;
- Recognising the vital role of women and youth in environmental management and development and

- **ISO39001 and/or ISO37001 can be instantly rolled out at the “stroke of a pen” – the Powers of the Minister and MECs !!!**
 - RTMC, CBRTA, RTIA, SANRAL, RAF; AUTOPAX plus Road Depts. & Traffic Depts. !!!
 - Vehicle Testing Stations (*already require SANS 10216- Evaluation for Vehicle Testing Station*);
 - Driving License testing Centers and Registering Authorities;
 - Driving School Industry;
 - Dangerous Goods Industry;
 - Abnormal Loads Industry;
 - Prior to coming back to Government the eNaTIS Business Unit was ISO9001 certified. This should be maintained and ISO37001 and ISO39001 added;
 - Private sector suppliers through SCM processes
 - Cross Border

• **State Owned Companies and Government Departments should have a ROAD TRAFFIC SAFETY POLICY !!!!**





CURRENT DISCUSSIONS ON REVIEWING PROPOSED POLICIES FOR ROAD SAFETY

5 E's		Pillars of Global Safety Plan	Policy No	Summary of Road Safety Policy Statements	Problem to be addressed
1	Evaluation	1 Road Safety Management	3.1	<ul style="list-style-type: none"> Institutional (coordination) structures to be reviewed, reaffirmed, resourced, including capacitated 	<ul style="list-style-type: none"> Efficiency of Institutional structures for coordination Road administration and traffic matters Corruption and service delivery
			3.2	<ul style="list-style-type: none"> Review of the National Road Traffic Act, 1996 	
			3.3	<ul style="list-style-type: none"> Minimum Service Delivery Standard (MSDS) for Driving License Testing Centers (DLTCs), Vehicle Testing Stations (VTSs) and Registering Authorities (RAs) Compulsory implementation of management systems and technical standards 	
2	Engineering	2 Safer Roads and Mobility	3.9	<ul style="list-style-type: none"> A database of all hazardous locations in South Africa must be developed 	<ul style="list-style-type: none"> Safer Road Infrastructure Roads safety and traffic administration and related matters
			3.10	<ul style="list-style-type: none"> National coordinated research programme should be developed for road safety involving the universities, research institutions, private industry, the relevant government agencies, insurance companies and other relevant stakeholders 	
			3.12	<ul style="list-style-type: none"> Compulsory Road Safety Audits (RSA) 	
3	Enforcement	3 Safer Vehicles	3.5-6	<ul style="list-style-type: none"> Law enforcement actions should be aimed at addressing (changing) road user behavior (to encourage road users to obey the law) 	<ul style="list-style-type: none"> Road safety Vehicle safety, and administration related matters
			3.7-8	<ul style="list-style-type: none"> Improvement in the collection, analysis and use of law enforcement and crash data 	
			3.4	<ul style="list-style-type: none"> new plates and associated laws are required to standardise number plates in SA 	
4	Education	4 Safer Road Users	3.11	<ul style="list-style-type: none"> Improve training system for trainers, drivers, including implementing road safety education for learners at schools 	<ul style="list-style-type: none"> Education and training
5	Emergency	5 Post-Cash Response	3.13	<ul style="list-style-type: none"> Road Incident Management Systems 	<ul style="list-style-type: none"> Post-crash response and after care
			3.14	<ul style="list-style-type: none"> Road Accident Beneficiation Scheme 	



POLICIES (under review) FOR NON-MOTORISED TRANSPORT

FOCUS AREA	POLICY NO	SUMMARY OF NON-MOTORISED POLICY STATEMENTS
1. REGULATION, INSTITUTIONAL ARRANGEMENTS AND GOVERNANCE	4.1	All transport planning authorities must establish a strategy and regulatory framework that will promote NMT usage
	4.2	DoT and all transport planning authorities must undertake capacity building to ensure NMT skills are in place
	4.3	The DoT will encourage the use of alternative modes of NMT
	4.4	All spheres will monitor and evaluate overall NMT Policy performance and ensure effective policy implementation
2. INTEGRATED TRANSPORT AND LAND USE	4.5	All planning guidelines must support and promote NMT at all spheres of government
	4.6	Designs of new roads and future developments must incorporate NMT considerations and design philosophy
3. SOCIAL HEALTH AND ECONOMIC OPPORTUNITIES	4.7	Business and commercial opportunities within the NMT sector must be unlocked to assist with socio-economic development and poverty alleviation
	4.8	Promote NMT as an affordable and healthy mode of transport
4. ROAD SAFETY	4.9	Facilitate interaction between role-players at different spheres of government and community to improve NMT road safety
	4.10	The DoT must ensure that safer road networks are provided and road safety audits are conducted
	4.11	Update legislation to support enforcement of NMT road safety issues and other penalties to discourage traffic transgressions
	4.12	The DoT and the RTMC must ensure NMT education and awareness is undertaken
5. ENVIRONMENTAL SUSTAINABILITY	4.13	The DoT will implement programmes aimed at reducing GHG emissions by promoting the use of public transport, NMT and eco-mobility technologies such as battery powered vehicles and cycles
	4.14	Environmental sustainable practices to be introduced into NMT facility and infrastructure design.



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POLICIES FOR ROAD INFRASTRUCTURE

(Chapter is under review)



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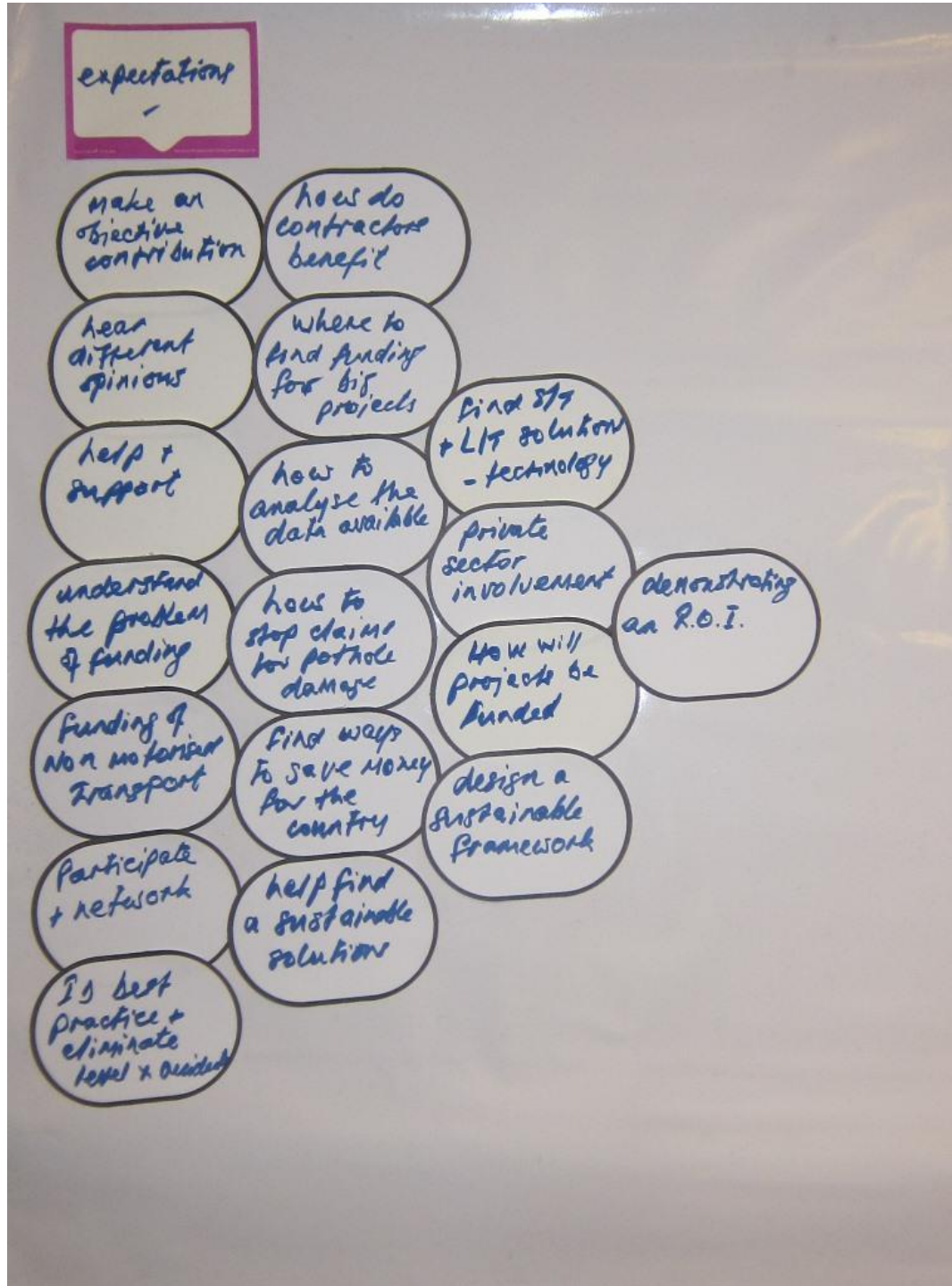
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ROAD FUNDING WORKSHOP

Road Funding Chapter (under review)

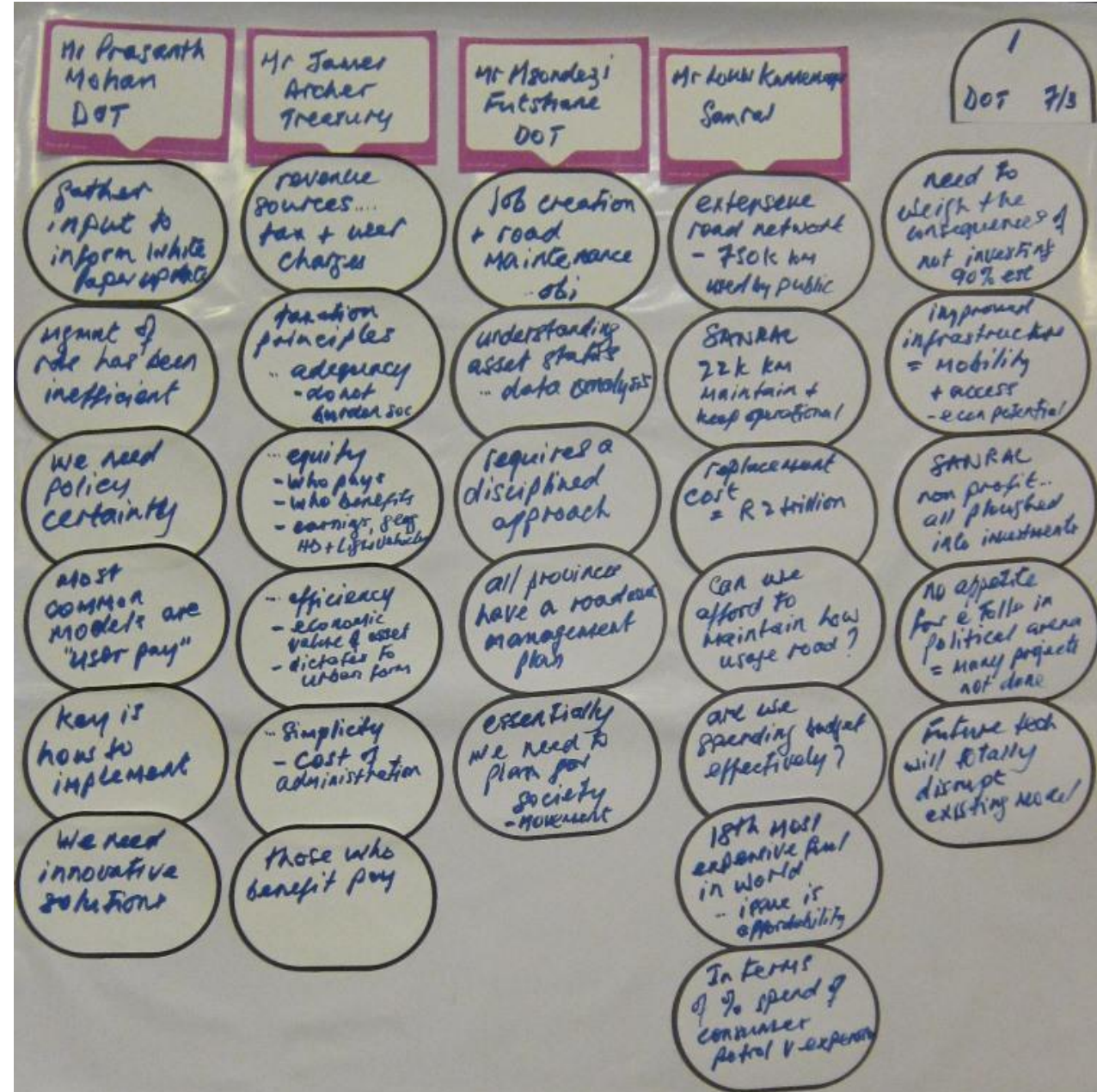
Introduction

Each participant introduced themselves and also expressed what they expected from the workshop ... **this is a summary of the expectations**



Presentation summaries

These are the facilitators interpretation and summary of each presentation that were delivered to inform the group before the facilitated debate



Presentation summaries continued

Mr Etiyel Chibira CBRTA

Prof Stephan Krysman Univ Stellenbosch

Dr Peter Freeman World Bank

2
DOT 7/5

harmonised cross border environment for SA operators

Who should pay, why, when how etc user pay??

2-bill hysteria is misleading ITO funding solution

Tread of more working from home - off the road

get hold of Brussels conf similar to this one

transport system that is capable + efficient

trends illustrate many changes .. china??

Information + models are available for us to use

User pays for highways largely accepted internationally

Possible solution ... into a regulator

SA is disadvantaged thru cross border charges

Consequences of not investing - poor roads ripple effect

Min we need to collect is R1.38 per km

only 5% of roads highways in USA have tolls

Overall observation

This causes SA economy to suffer vs competitor

Namibian road funding model is very good

Many factors influence road funding policy

UK has resistance to general tolls but accepts bridges + tunnels

engage + communicate with community

We need to balance the anomalies - competitive

Govt collects 62c km and pays out 7c km

Real problem is understanding how the AF system works

In France 32% of expressways tolled

Our future .. we have some good policies .. but funding?

Communicate + engage users + show benefits

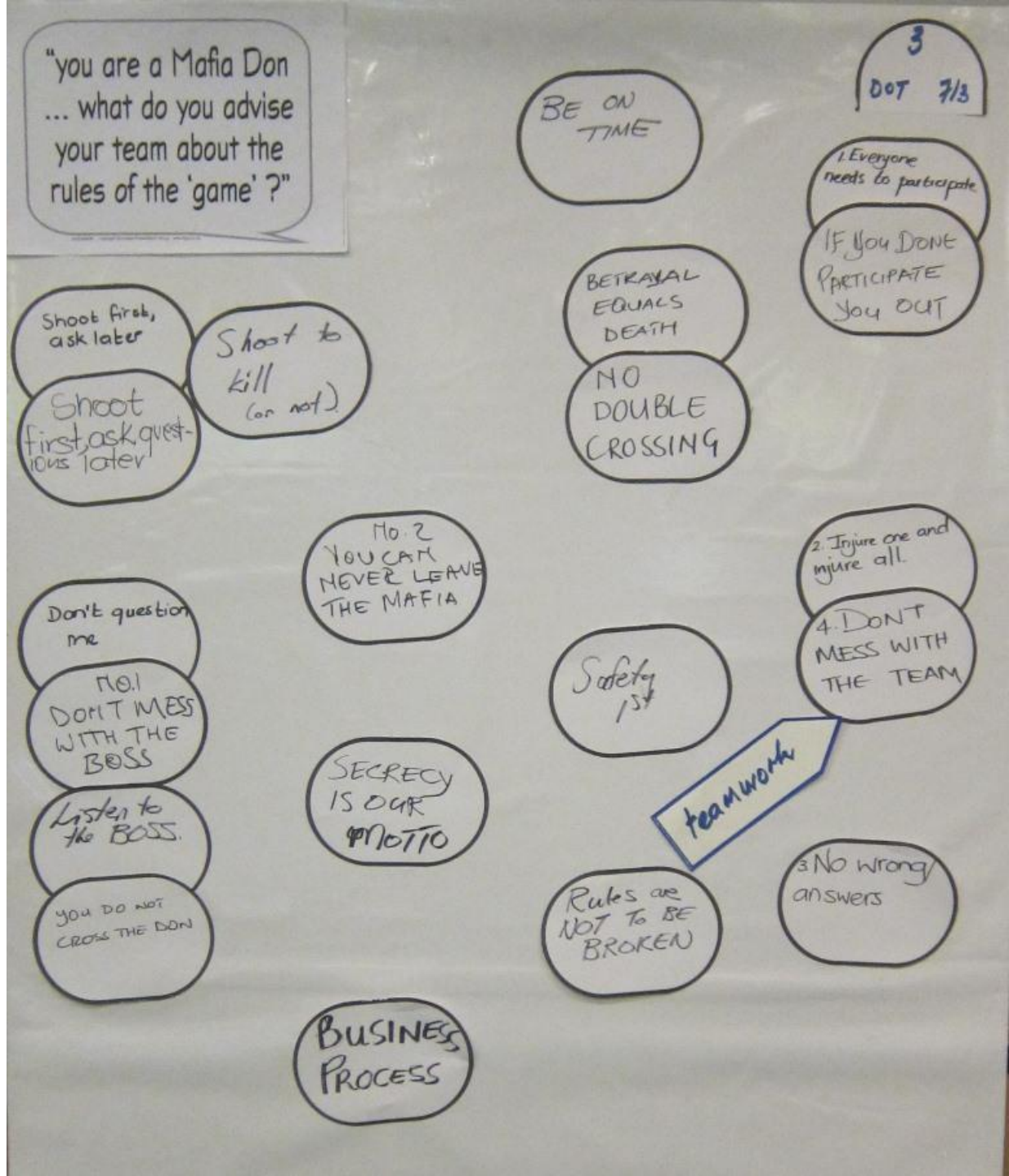
India .. talking in new expressions between cities

Japan has user pays model - nearly all expressways

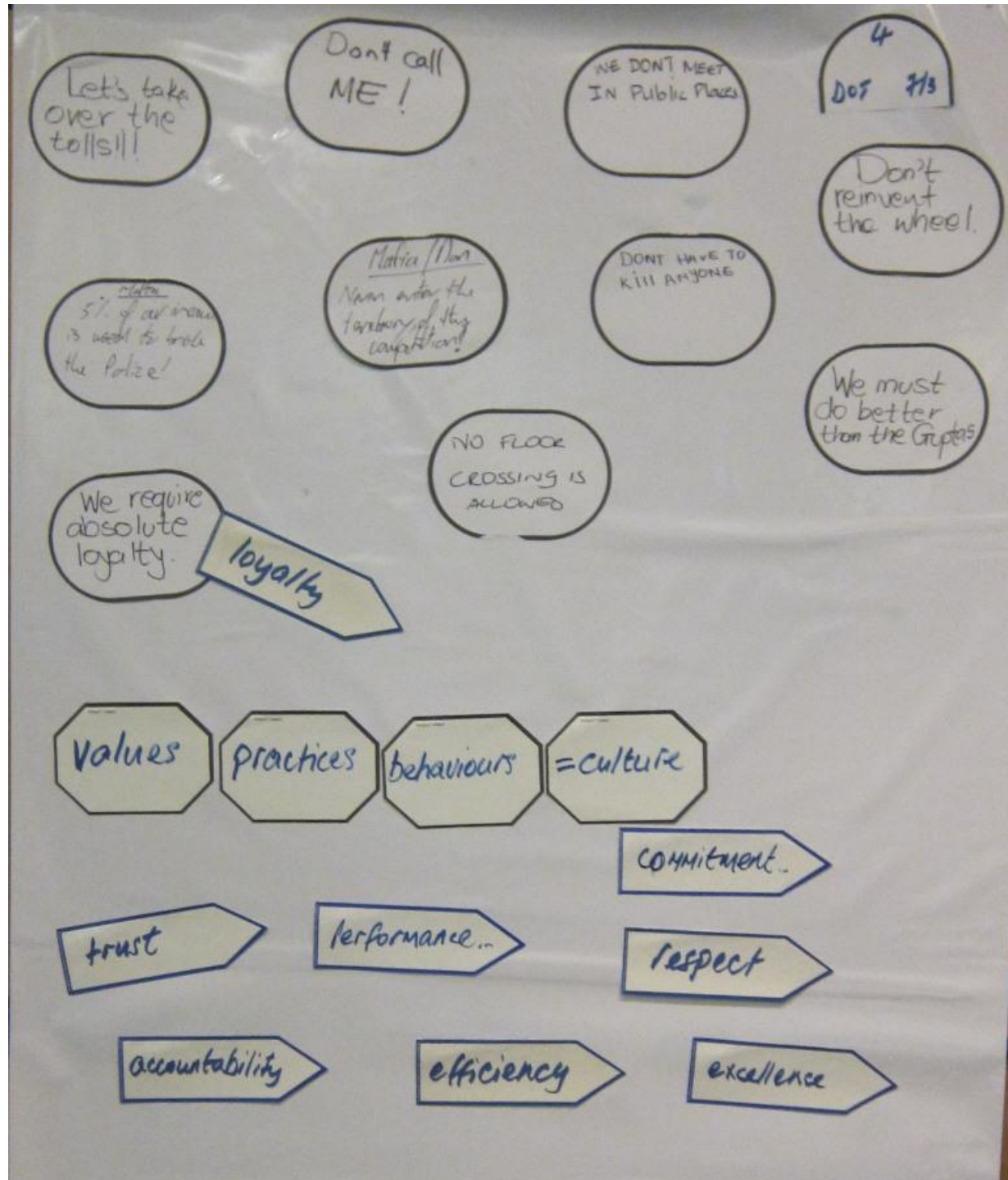
Chile is closest model to SA ... citizen input + public put together

Facilitation introduction

Warm up question



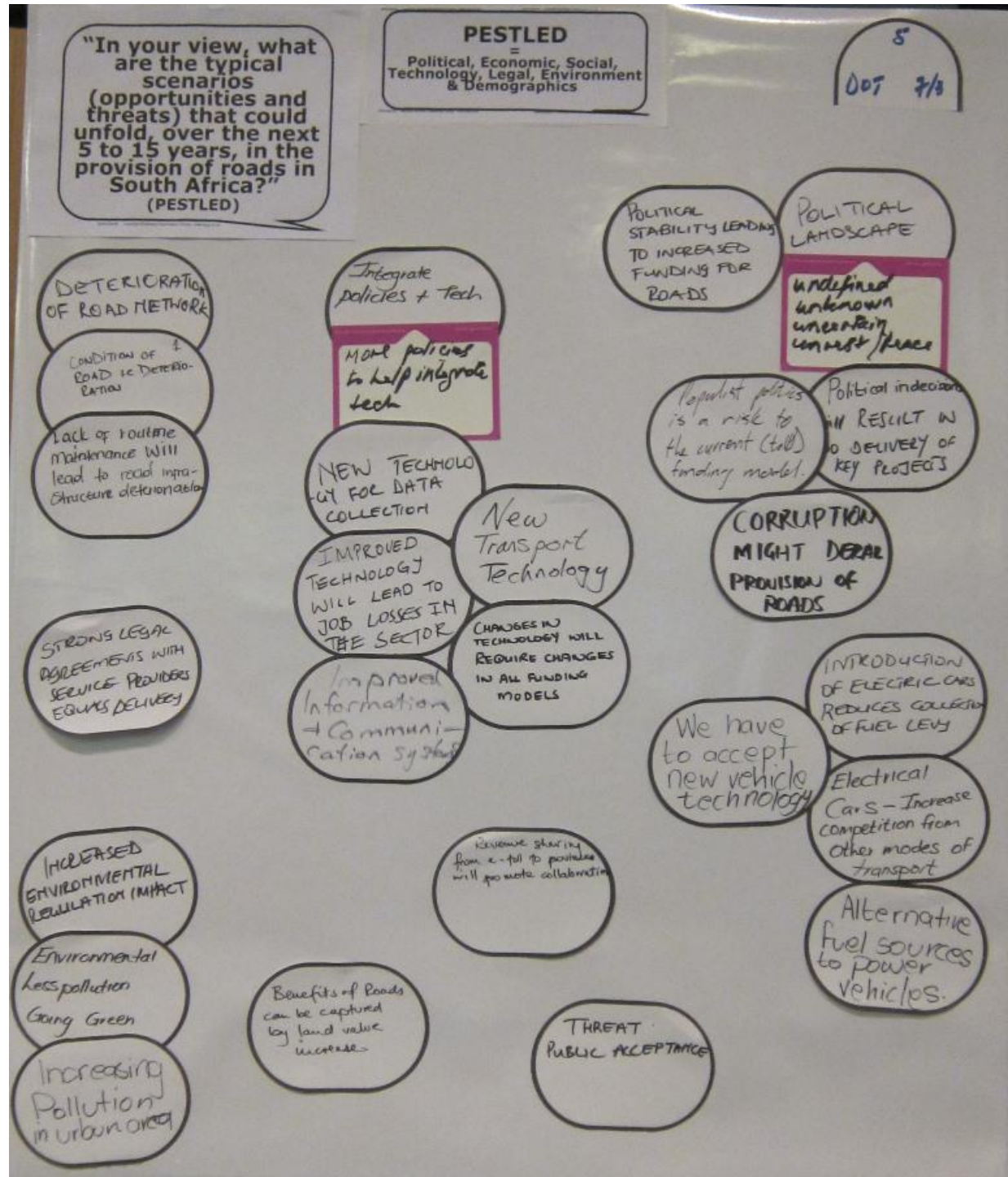
Warm up question continued



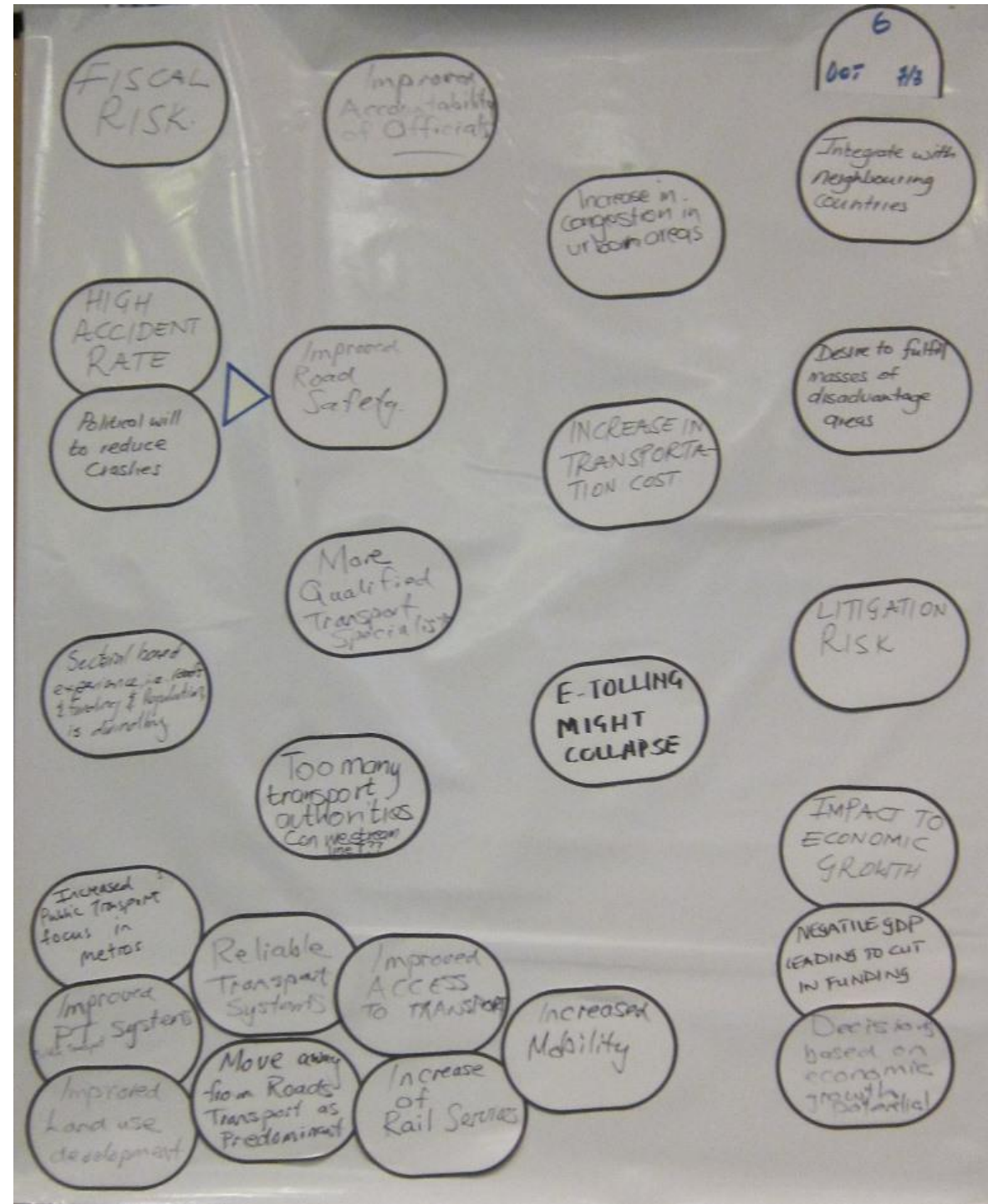
Discussion led by facilitator

Question 1

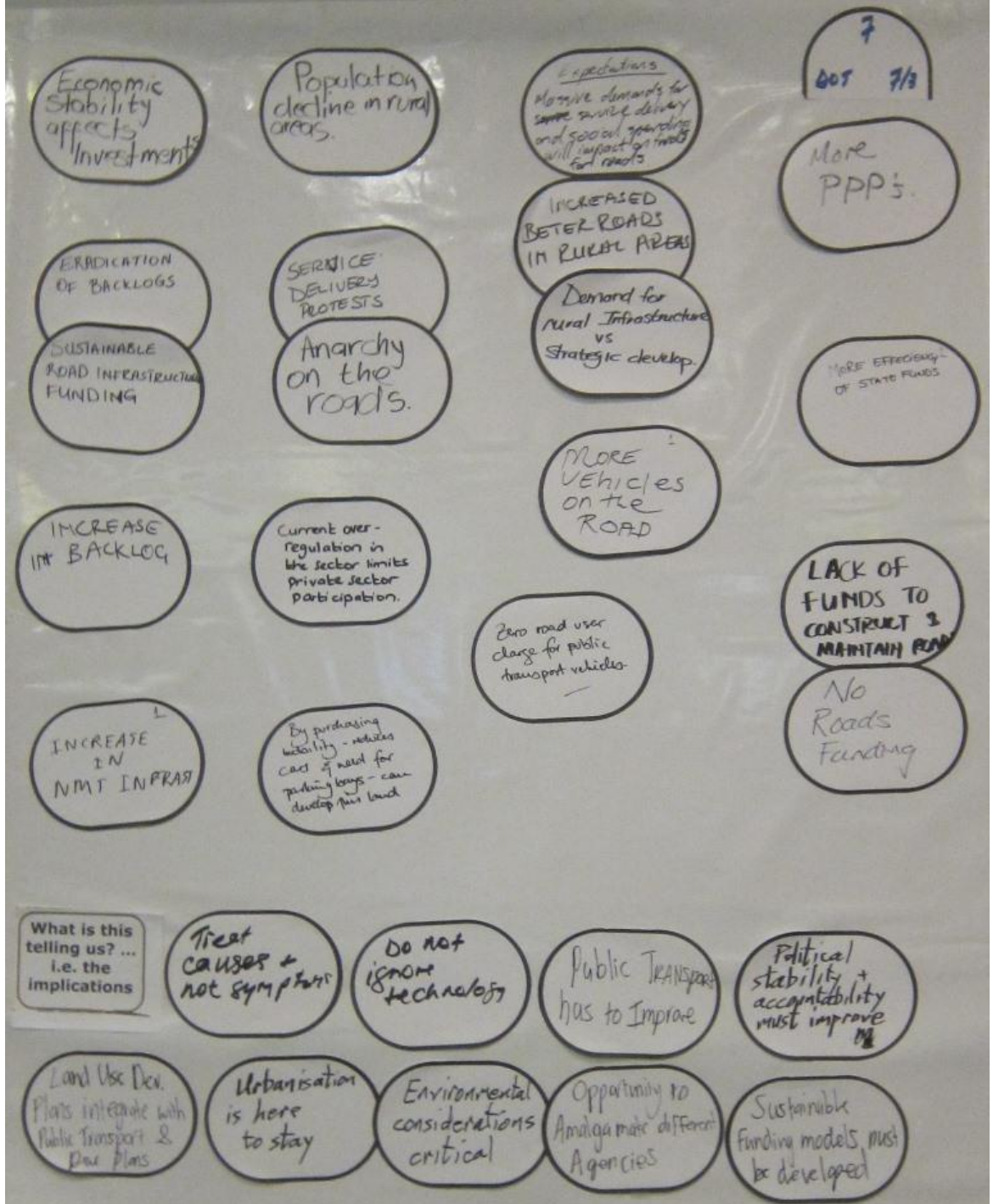
Possible scenarios into the next 5 to 15 years facing the provision of roads in SA



Question 1 continued

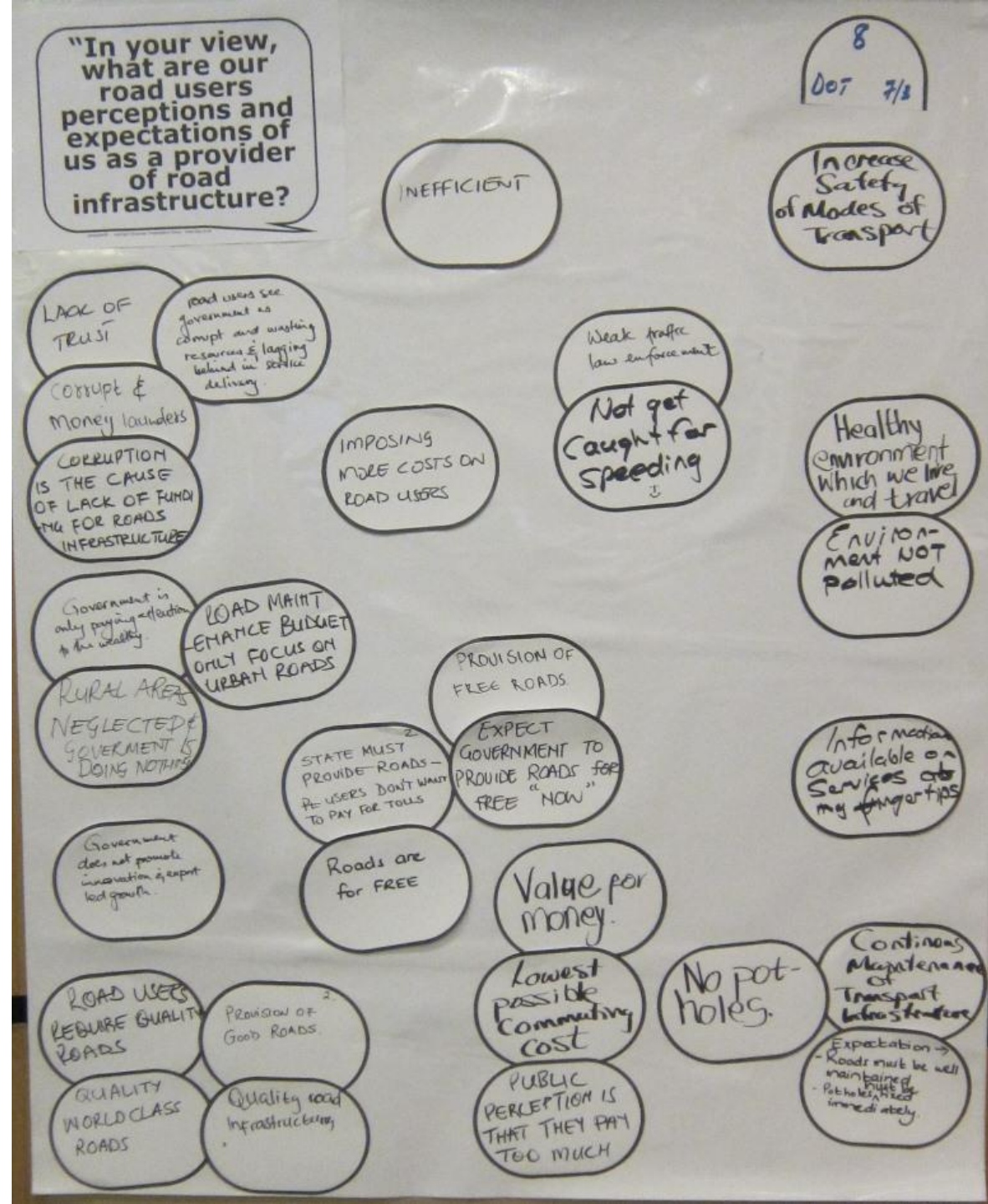


Question 1 concluded

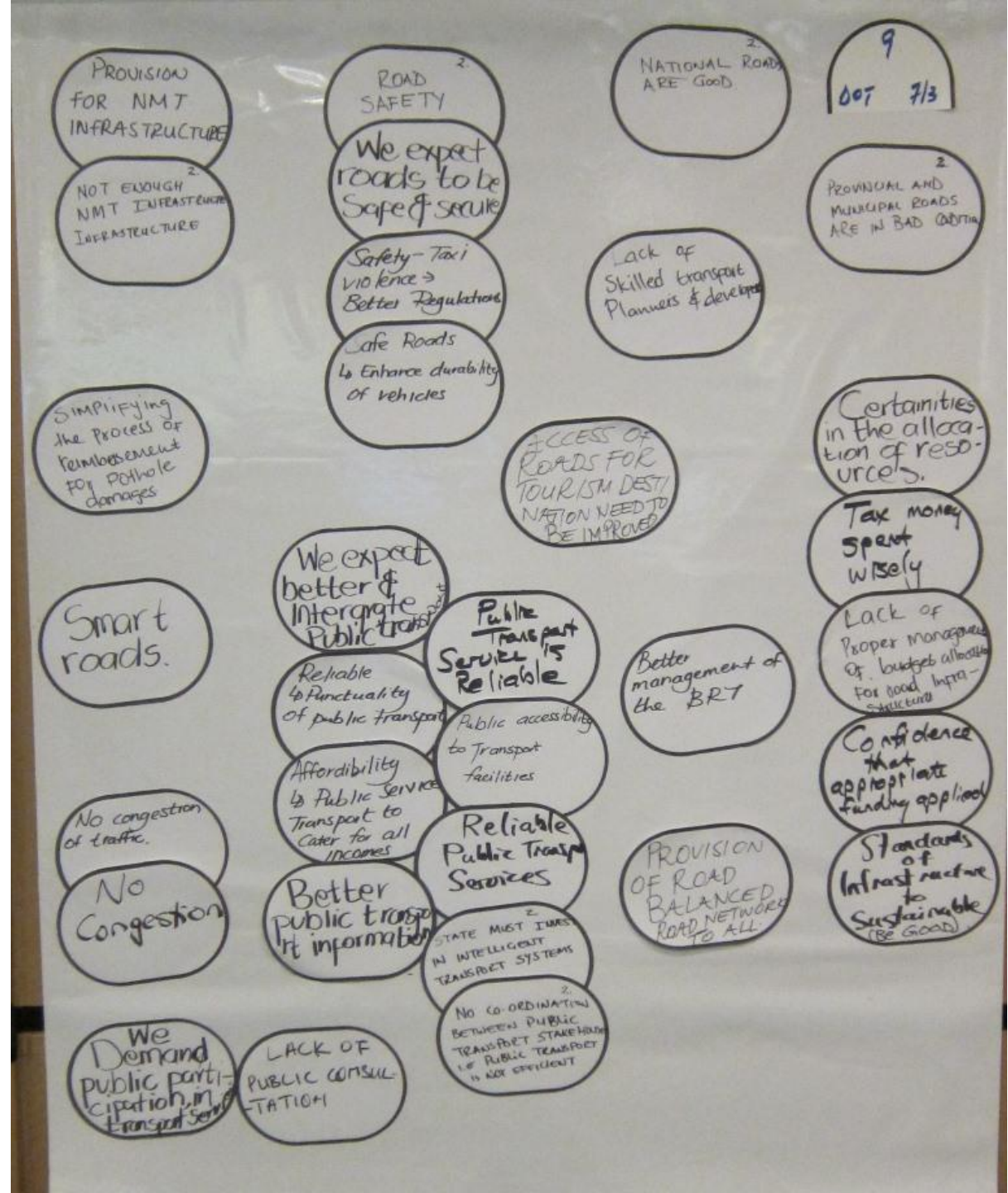


Question 2

Road users perceptions

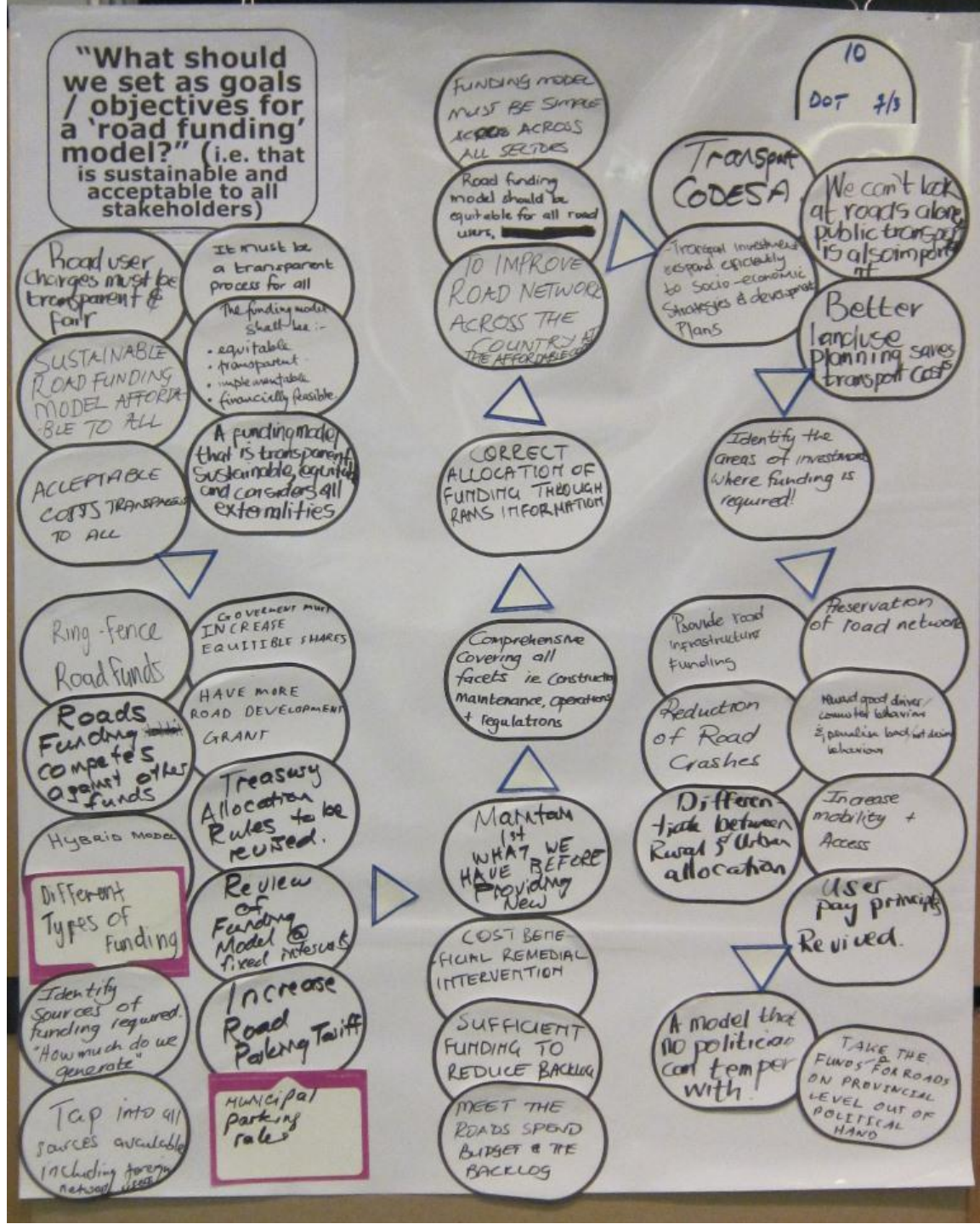


Question 2 concluded

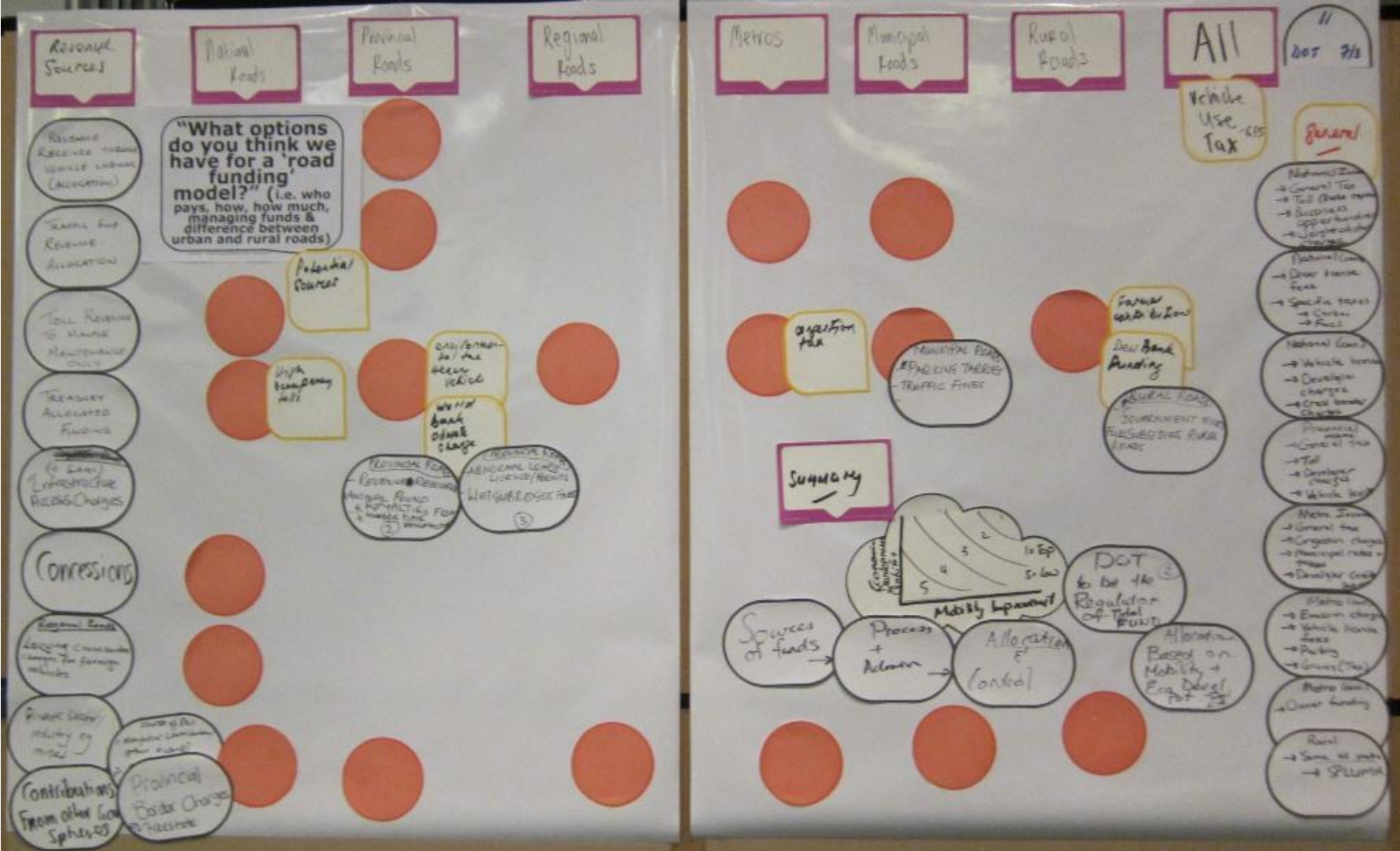


Question 3

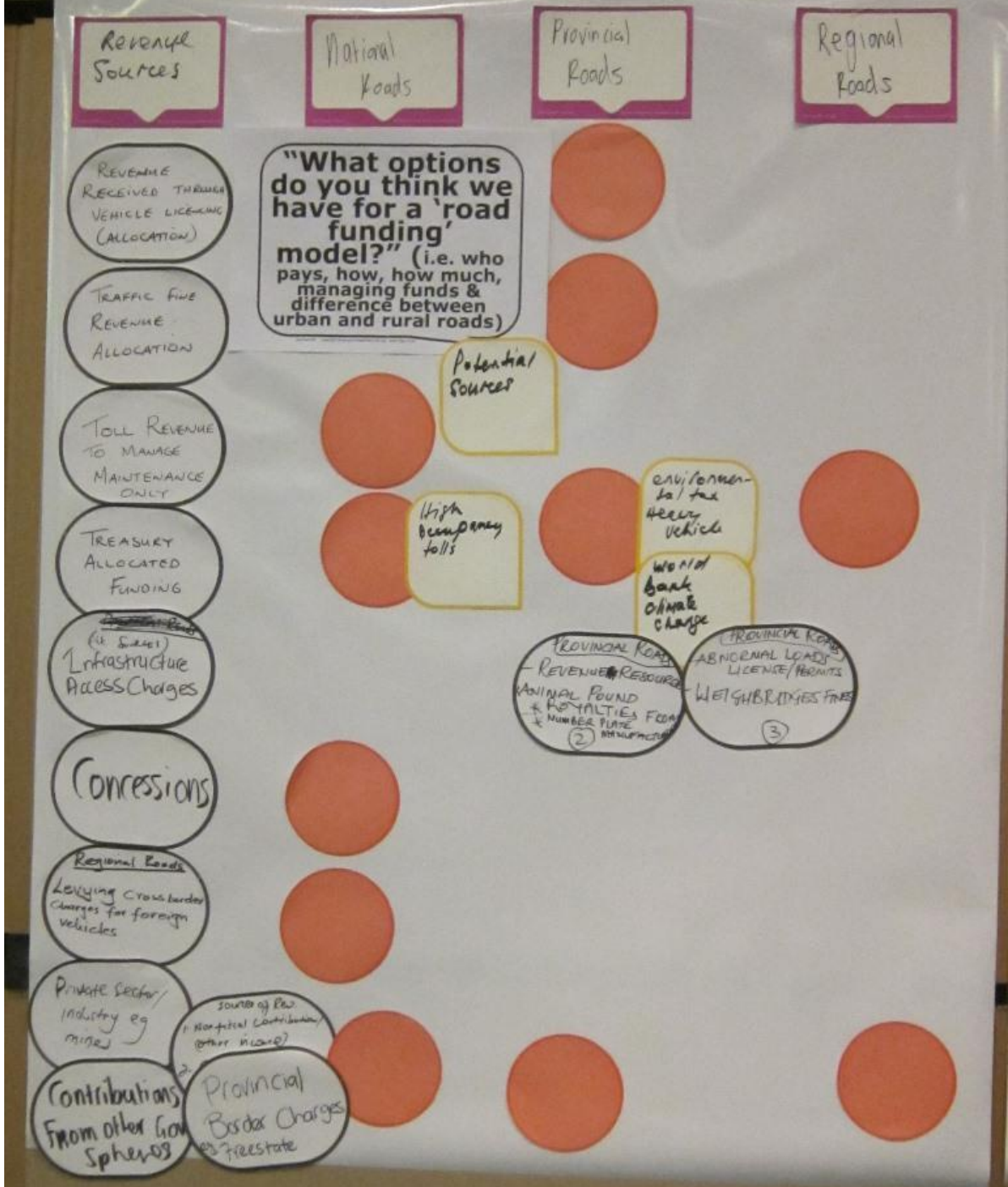
Setting goals and objectives for road funding



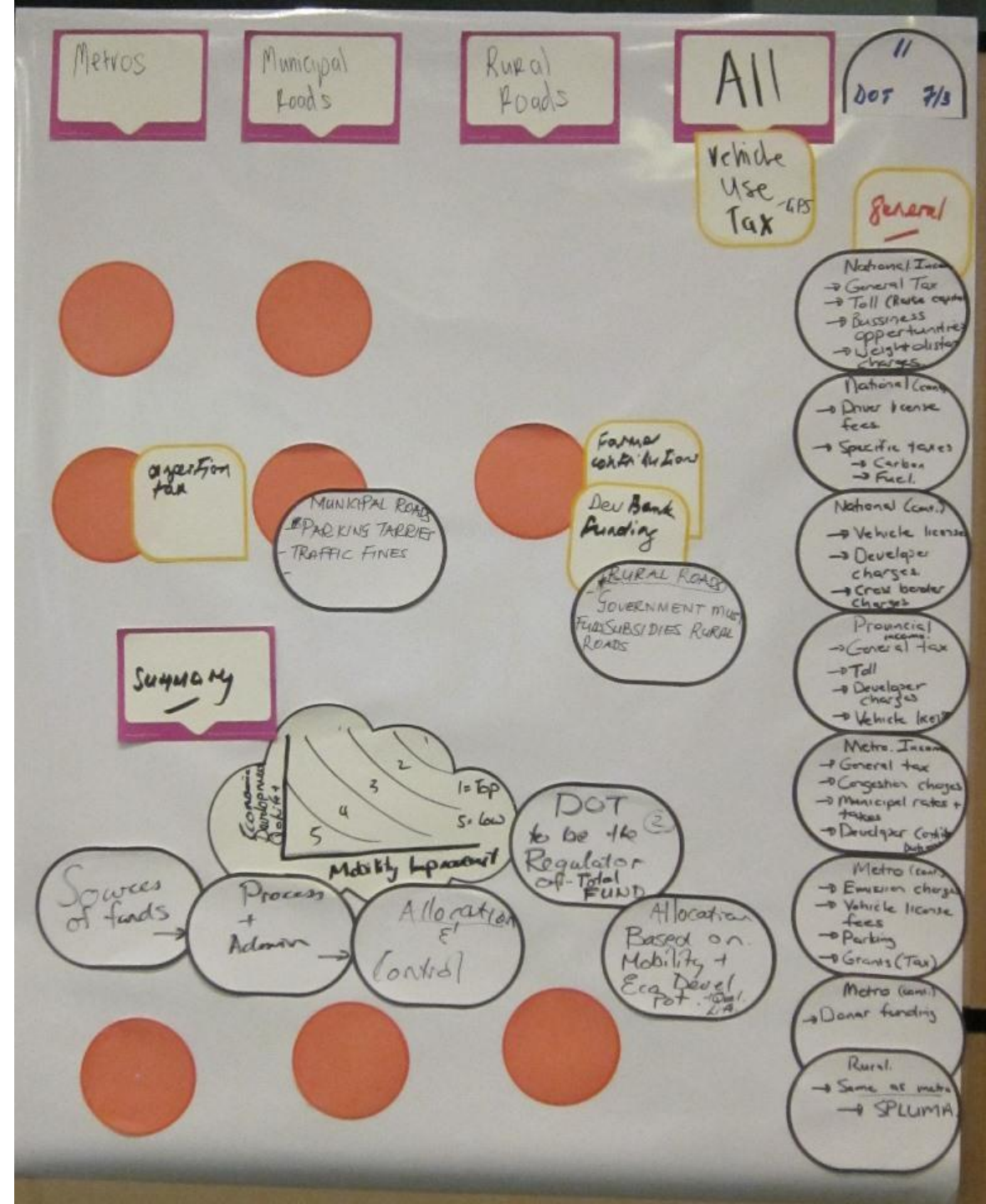
Question 4 ... exploring options of funding roads ... matrix showing agency on X axis and revenue sources on Y axis



Question 4 page one

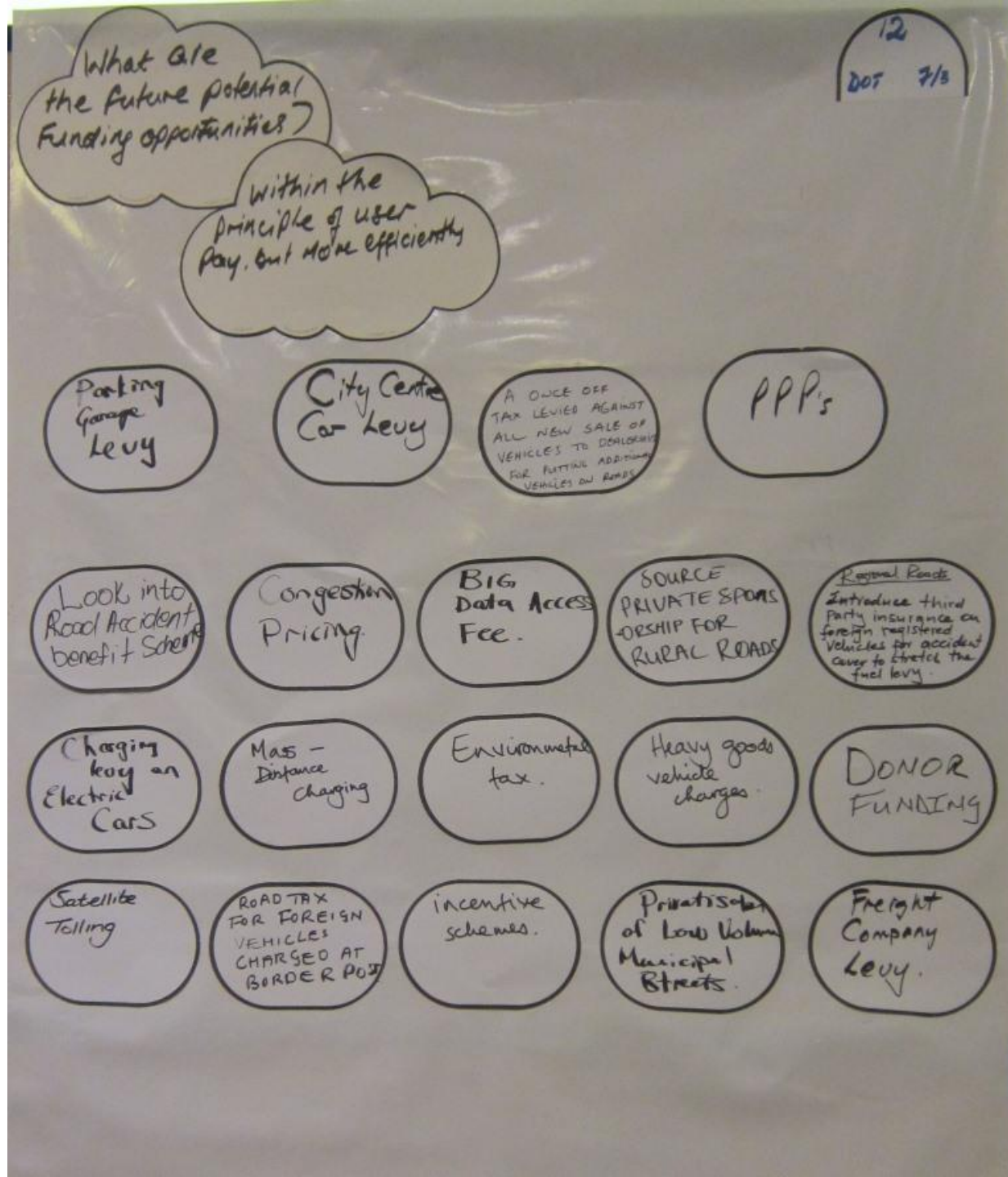


Question 4 page 2



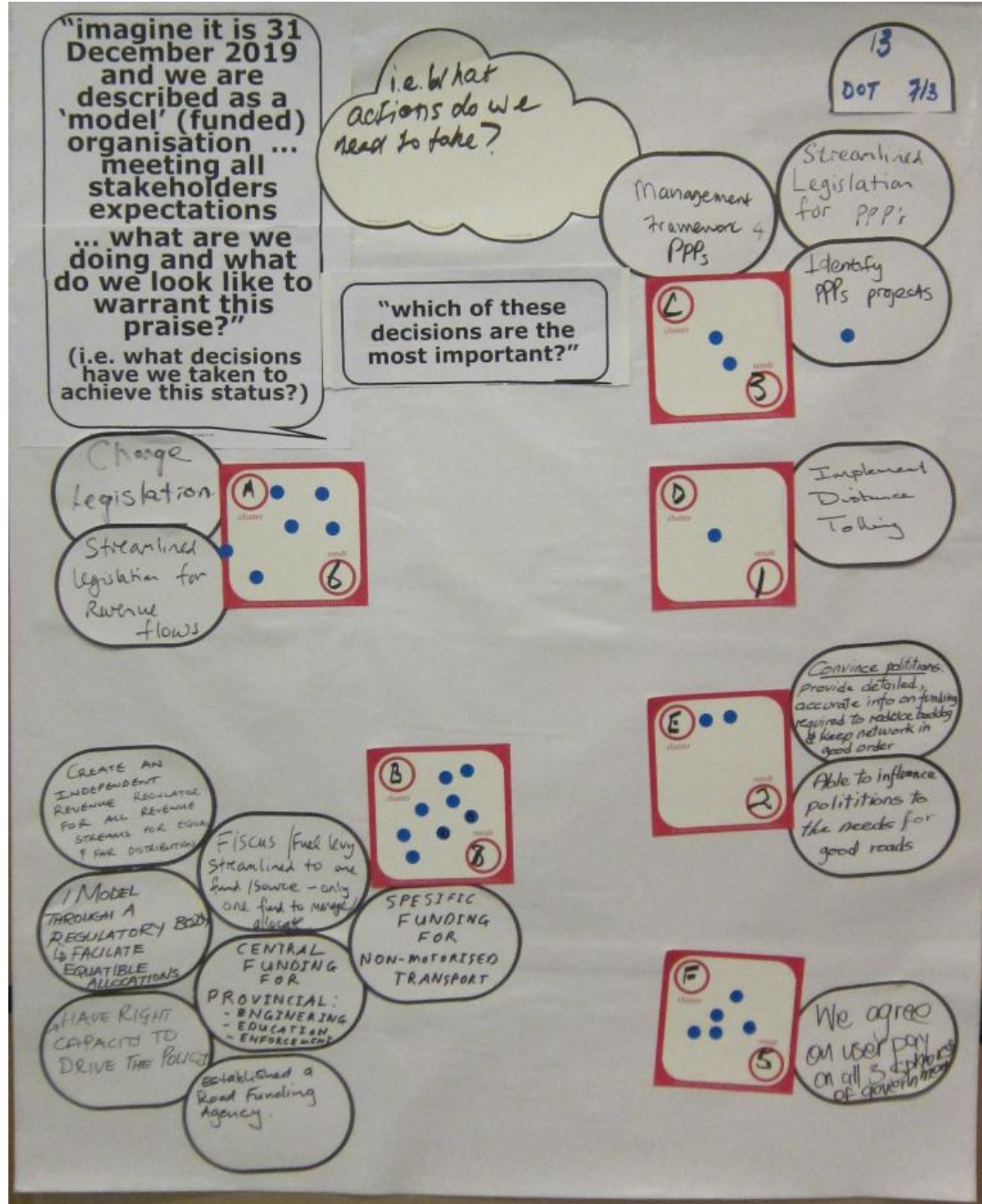
Question 5

Within user pay principle,
range of possible future
revenue sources



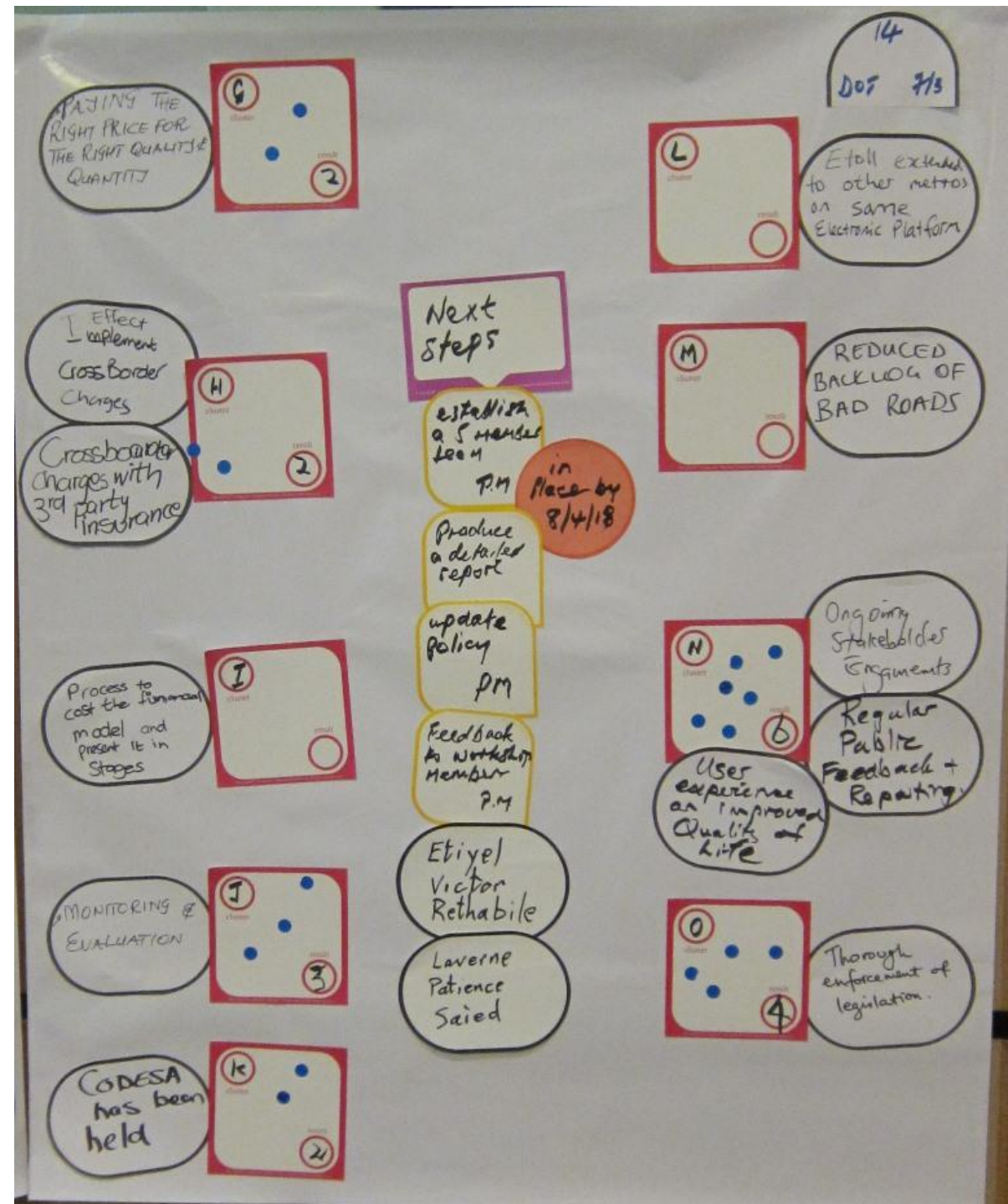
Question 6

Decisions need to achieve objectives



Question 6

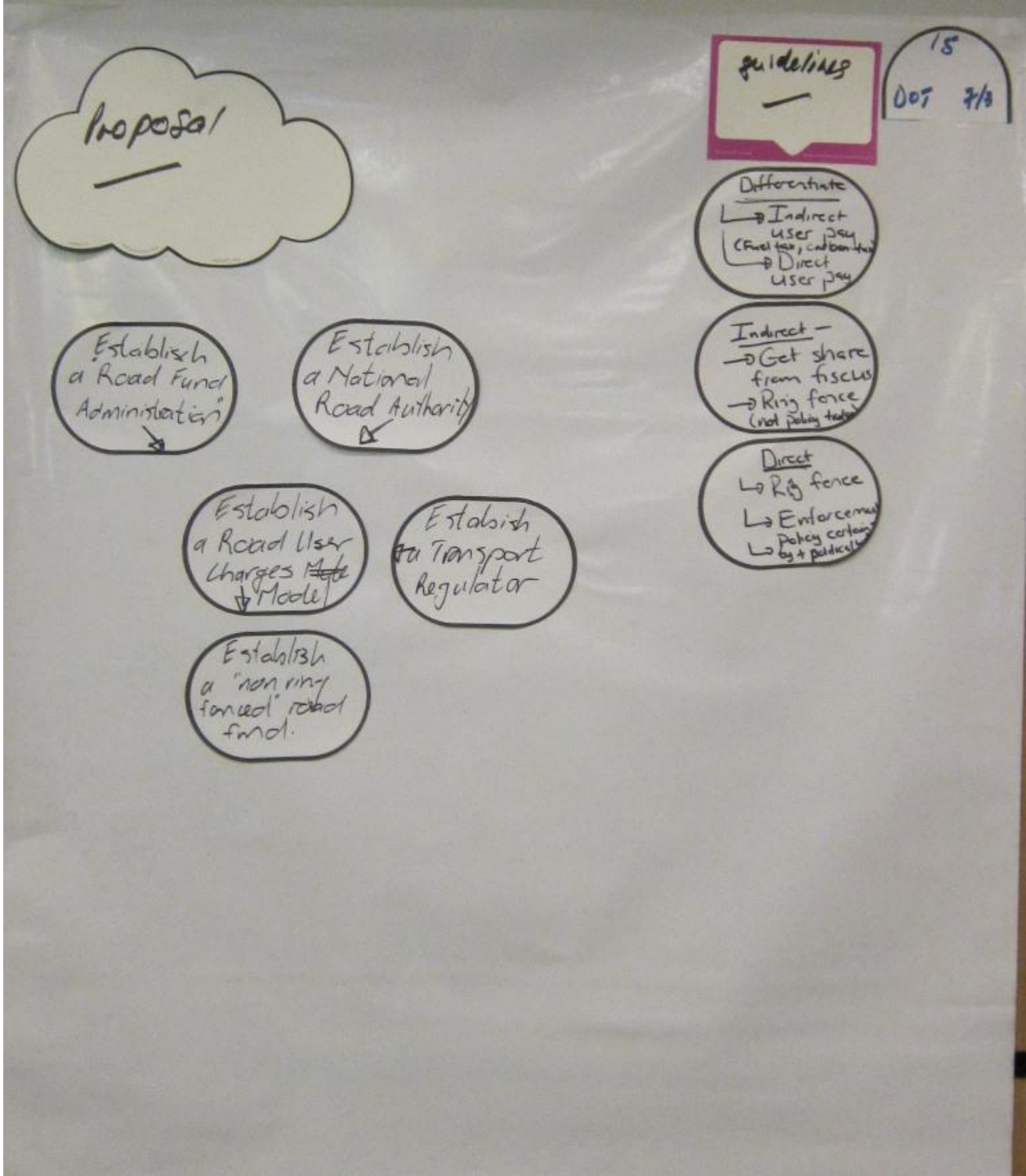
Decisions needed to achieve objectives and the subsequent set of next steps



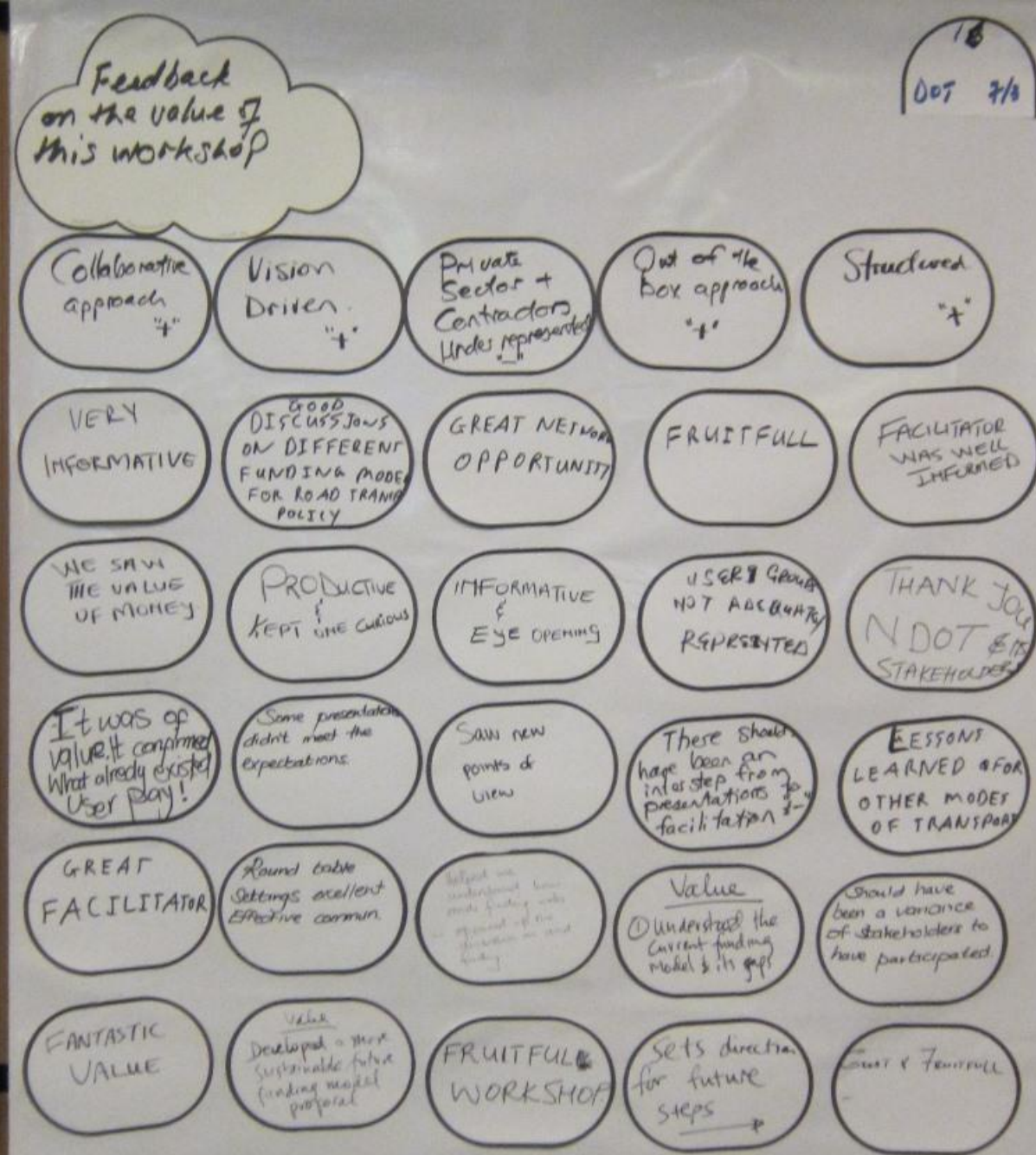
Proposal

Model proposed that will make the decisions easier to implement

Also included are a set of guidelines



Group feedback on the workshop







transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

Thank You