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# Traffic Focus



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TSHWANE UNIVERSITY OF TECHNOLOGY (TUT)  
in partnership with the  
ROAD TRAFFIC MANAGEMENT CORPORATION (RTMC)



## Road Rage...!!!

## Road Safety

Information Collation and Retrieval

Avoiding distractions  
**WHILE DRIVING**

Road Safety and  
**Load Shedding**

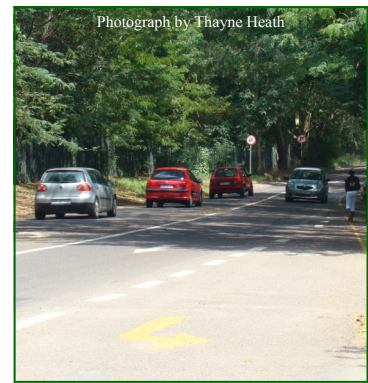
THE FORGOTTEN VICTIMS OF  
**ROAD ACCIDENTS**

In the eye of the  
**BEHOLDER**

**PUBLICATION DEDICATED TO TRAFFIC SAFETY**

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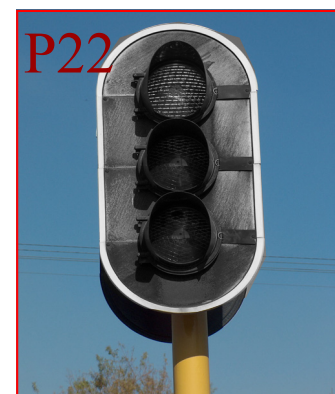
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The Editor-in-Chief,  
Dean Stanley Mukhola

# EDITORIAL

**T**he Tshwane University of Technology, through its Dept of Safety and Security Management (Traffic Safety Division) is the only tertiary institution in South Africa that offers Degree Courses (B Tech and M Tech) for traffic practitioners. The Department decided way back in 2004 to publish a quarterly magazine, the *Traffic Digest*, not only to *complement* these courses, but to *promote* and *improve* traffic safety in our country in general. The objective was to serve as a communication medium to convey, across a broad spectrum, information pertaining to traffic safety on an expert level to students, as well as traffic practitioners and the public in general. The publication was also utilised effectively as a two-way communication vehicle where students, lecturers and practitioners, as well as other interested parties, could debate issues of academic interest pertaining to road traffic safety and share information.

Since its inception in 2004 until the last issue in December 2006 the publication of the *Traffic Digest* was sponsored by the *TUT's Traffic Safety Division*. Unfortunately due to logistical reasons it was not possible for the University to continue publishing the magazine and, sadly, the last issue was published in December 2006...

However, as an expert and professional publication on traffic safety and traffic related issues the *Traffic Digest* played a significant role in informing, educating and involving not only traffic officials, but also interested members of the general public towards improved safety on South African roads. Articles published in the publication were relevant and well-written by experts across the broad spectrum of traffic safety issues. It was a publication *dedicated* to the traffic fraternity and was the only publication of its kind! As such the *Traffic Digest* was the only publication that could promote an *esprit de corps* among members of the traffic fraternity. As a

publication which focused on traffic issues and traffic safety, it had the potential to play a significant role in educating and promoting traffic safety in the build-up towards the 2010 Soccer World Cup and beyond...

For these obvious reasons the Dept of Safety and Security Management had therefore never abandoned the possibility of reviving the publication once the Department's logistical situation had improved and in cooperation and in partnerships with other important institutions in the traffic fraternity.

That time has now arrived!

In my capacity as Executive Dean of the Faculty of Humanities in which the Department of Safety and Security nestles and as Editor-in-Chief of the publication, I am very proud to announce the "rebirth" of the magazine, this, the April 2008 edition, being the first off the press... As it is a rebirth, a new beginning, it was also decided to rename the publication. It is now aptly named the *Traffic Focus*, because we will be focusing, in terms of our editorial policy, on traffic safety and all traffic related issues.

We were also fortunate in being able to reactivate the services of our previously established network of contributors and co-workers - experts and academics in the field of road traffic safety - who will continue to submit articles for publication on a regular basis. We will also work closely with institutions such as the Road Traffic Management Corporation (RTMC) and others.

May I take this opportunity to invite you, our readers, to actively participate in the publication: Submit articles, write letters to the Editor on any topic that concerns you, raise issues for debate and submit suggestions on how to improve the *Traffic Focus*.

As partners we will succeed in developing a magazine to be proud of...

Information and Photograph from the Website:  
[www.arrivealive.co.za](http://www.arrivealive.co.za)

# CHILD PASSENGER SAFETY



**M**any people have over the past year raised their concerns on child safety and they have requested information on the use of child seats. The development team has found that extensive research has been done in the United States on child seats and that it might be important to make this available to parents in South Africa.

The leading role players in the world on Child safety have been the US department of Transportation as well as the National SAFE KIDS Campaign. We would like to give recognition to these organizations for their inspiring efforts and for the information provided.

Motor vehicle crashes remain the leading cause of unintentional injury-related death among children ages 14 and under. Child safety seats and safety belts, when installed and used correctly, can prevent injuries and save lives. Unrestrained children are more likely to be injured, suffer severe injuries and die in motor vehicle crashes than children who are restrained. Although sunscreen, first aid kits and cell phones are among the travel aids that parents bring to ensure safety on vacation, many parents underestimate the importance of correctly using child safety seats for every ride. Motor vehicle crashes remain the leading killer of kids, in part because nearly a third of children ride in the wrong restraints for their age and size and four out of five child safety seats are used incorrectly.


"Motor vehicle crashes are still taking children's lives at an alarming rate. We know that correctly restraining them dramatically cuts their risk of injury and death," said Dr. Martin Eichelberger, chief executive officer of the National SAFE KIDS Campaign in the USA.

"No parent or caregiver wants a family vacation to end in a tragedy."

Child safety seats and safety belts, when selected, installed and used correctly, can prevent injuries and save lives. Families should practice the following safety tips on every ride:

- Buckle up every time, no matter how short the trip.
- Children 12 and under should be properly restrained in a back seat. A back seat is generally the safest place for a child to ride. While air bags can save lives, kids riding in the front seat can be seriously injured or killed when an air bag comes out in a crash. Even with advanced air bags or no air bags, the back seat is safer for children.
- Never put a rear-facing child in a front seat with an active frontal air bag.
- Choose the right child safety seat or safety belt for your child's size and age. Make

sure you have the right seat for your child.

- Infants should ride in rear-facing safety seats as long as possible, until they are at least 12 months old and weigh at least 20 pounds.
- Children who are at least 1 year old, weigh 20 to 40 pounds and can no longer ride in rear-facing seats should ride in forward-facing child safety seats.
- Children over 40 pounds should be correctly secured in belt-positioning boosters or other appropriate child restraints until the adult lap and shoulder belts fit correctly, usually around age 8.
- Once the vehicle safety belts fit children, both lap and shoulder belts should be used correctly.
- Install and use your child safety seat or safety belt according to the manufacturer's instructions and your vehicle owner's manual.
- Ensure your child safety seat has not been recalled. 

# Road Rage...!!!

Information from the Website: [www.arrivealive.co.za](http://www.arrivealive.co.za)

**R**oad rage can be defined as “an incident in which an angry or impatient motorist or passenger intentionally injures or kills another motorist, passenger or pedestrian, or attempts or threatens to injure or kill another motorist, passenger or pedestrian.” In this context, a road rage incident can be differentiated from other traffic incidents by its wilful and criminal nature.

South Africa has a culture of road aggression, and it is this culture, together with factors such as our modern high pressure lifestyle, stress, and lack of consideration for fellow human beings which not only leads to road rage, but also contributes in no small measure to our high road fatality rate.

While aggressive driving habits seem to be prevalent across our society, incidents of road rage appear to occur with more regularity within the confines of large metropolitan environments where more time is spent in vehicles, rather than in smaller communities with fewer vehicles. And this phenomenon is worldwide.

Even though there are no statutes in South Africa which specifically describe or provide penalties for road rage, one of the measures available for combating aggressive driving behaviour, and by implication road rage, is strict law enforcement of moving offences.

International best practice models on curbing road rage have yet to be fully developed, and the absence of these models is partly due to the limited research that has been undertaken on the subject, as well as the generally vague definitions of what constitutes road rage.

## CAUSAL EFFECTS OF AGGRESSION

Most psychologists and behaviourists would cite aggression, alongside depression, as one of the most common mental disorders suffered by modern man. In a society such as South Africa's where most citizens have become desensitised to violence, aggressive behaviour, especially on our roads, is becoming more and more common. In addition, time urgency is one of the most important factors in producing high levels of stress in our society. The psychological and sociological condition known as road rage – which has probably been with us

for a long time in one form or another – seems to have taken on a new and disconcerting prominence over the last 20 years. According to a study by the American Automobile Association, the past decade saw more than 200 people killed and almost 13 000 injured as a result of road rage in the United States.

***It was during the early 1980s that the term “road rage” first surfaced in the media. Because of its catchy name, it stuck, and was used to describe any incident resulting from aggressive driving. However, a clear distinction should be made between road rage and aggressive driving. Aggressive driving does not necessarily lead to road rage but it is often the precursor to or trigger of a road rage incident.***

Road rage is essentially an expression of anger, and often has nothing to do with traffic or driving. Regardless of what may have caused it, road rage is a release of anger that may have built up during the day and is eventually expressed when you get in the car for the drive home. When you wave your fist at someone who cuts you off, you may be angry with your boss. Or when another driver cuts you off as you try to change lanes, you may be the client who refused him on a big order.

A driver's retaliation to perceived aggression often leads to incidents of road rage, and can have fatal consequences. Any gesture may be interpreted as a threat or challenge, and should be avoided. Keeping your emotions in check when entering the road environment seems to be the only way to avoid confrontation. There is also the danger of retaliation due to unproductive aggression. If the driver's aggression is ignored or not acknowledged, this may lead to increased levels of

aggression and agitation. Acknowledging your error in an obviously passive manner would usually defuse a conflict situation.

There is also a chain reaction within the traffic environment which can result in road rage. Relative speeds, conflicting traffic (trucks and cars) combined with an aggressive driving culture increases the potential and risk for conflict. The peak moment for aggressive driving comes not during impenetrable gridlock but just before, when traffic density is high but cars are still moving briskly.

Drivers will differ in how they classify aggressive driving. For example, motorists who travel in heavy urban traffic with many on and off ramps may be more tolerant of certain types of behaviour than drivers who are used to open roads with fewer side accesses. However, every driver should respond appropriately to each individual vehicle that enters the immediate surroundings or vicinity of his or her car.

While the degree may differ from person to person, most people have a fairly strong sense of personal space and their ownership of that space, be it in a queue at the bank or on the road. And an invasion of the space is often considered a personal affront. Reacting to personal space invasion may, in many cases, lead to conflict and even confrontation.

The anonymity of the occupants of vehicles is another vital factor in aggressive drivers venting their anger on other road users. The confidence of being able to behave aggressively without being recognised or held accountable, may be the single most important factor in a road rage incident.

Studies would suggest that there is no specific age or gender profile that typifies either the perpetrator or the victim of road rage. It suggests that any road user, including a pedestrian, can be a victim. Ego manifestations in men aged between 20 and 35 years are more likely to cause the driver to react to a challenge or threat. But this does not necessarily mean that women road users are any less likely to participate in a violent confrontation, especially when both protagonists are women. More and more cases are being documented where both perpetrators and victims are women.

#### **DRUGS AND ALCOHOL**

As if mere aggression is not enough, drivers who drive drunk or drugged add significantly to the problem of road rage. In almost all reported cases of serious road rage, alcohol has been a factor in influencing the behaviour of at least one of the parties involved.

A 1992 federal study revealed that 18 percent of fatally injured drivers have other drugs in their systems but that these drugs are most often combined with alcohol. Alcohol was found in 52 percent of 1,882 fatally injured

drivers. Forty-three percent had blood alcohol concentrations of 0.10 percent or more. Only 6 percent had drugs without alcohol, and researchers found no evidence that drivers with drugs but no alcohol are more likely to be responsible for their crashes, compared with drug-free drivers. The researchers did find drugs related to crash responsibility when combined with alcohol or when two or more drugs were found.

A 1993 study published in the *New England Journal of Medicine* focuses on drivers without alcohol in their systems who were stopped by police for reckless driving. Urine tests revealed 45 percent had marijuana and 25 percent had cocaine in their systems. Although the authors suggest these findings show drugs to be a bigger problem than alcohol, the data did not allow this conclusion. All studies that have appropriately addressed the issue have found alcohol to be by far the greater problem.

The extent of driver impairment attributable to drugs other than alcohol is uncertain because of the complex relationship between performance and drug concentrations. The effects of marijuana on driver behavior and crash risk at the concentrations detected are not known because the psychological and behavioral effects of marijuana often occur after the blood concentrations of its principal psychoactive constituent have peaked and returned to very low levels.

Estimating the effect of stimulants is also complicated. It is possible that occasional use of such substances may in the short term enhance the performance of some tasks by increasing alertness, but some tractor-trailer drivers may use these drugs to continue on the road for prolonged periods. Use of stimulants for this purpose is probably frequent and sustained, not occasional, and thus is potentially dangerous.

Added to the South African scenario is the ease with which non-prescription drugs are obtained many of which are used together with other drugs in a cocktail. The most important issue surrounding drugs, irrespective of type, is that the drug/s taken generally intensify the mood of the person and, when already aggressive, compounds the behaviour of that person.

#### **COMMUNICATION AND TRAINING**

Some people would argue that road rage does not exist. Technically this may be true, particularly when viewed from a legal perspective. Present legislation does not describe road rage as an offence, and because of this no accurate data or statistics are being kept, or incidents monitored. We are forced to rely on media reports of road rage, and obviously not all cases are reported. If we were to rely solely on news stories in the media to establish the extent of road rage in South Africa, it would appear that we don't have a problem. However, research based on anecdotal evidence sug-

gests that people perceive road rage to be on the increase, particularly in metropolitan areas.

Possible solutions to the problem could include extensively focused media, educational and law enforcement campaigns aimed specifically at changing the mind-set of drivers. A clearly defined education policy aimed at defensive and courteous driving would also help to reduce road rage, as would enforcement of traffic rules in the context of aggressive and/or dangerous driving. Any media campaign would need to be continuous and reinforced by positive messaging on an ongoing basis. Ideally it would form part of not only government initiatives, but private enterprise as well.

The re-introduction of a road user/driver education syllabus in the school system would go a long way to decreasing accidents on our roads. Teaching tolerance, courtesy and patience to our young drivers would be of great value in reducing the incidence of aggressive driving, and by implication, road rage. If one takes it as given that the present generation of drivers would not be amenable to changing their driving habits, one would have to focus on the next generation of drivers.

A concerted effort on the part of parents and role models is paramount in setting an example of courtesy to other road users. According to the Minister of Transport's Road to Safety - 2001 to 2005 strategy, road safety education in our schools is vital for producing safety conscious road users. The strategy also allows for "issue-related" communication campaigns.

In America, driver education courses in most states are being adapted to take into account growing concerns about aggressive driving and road rage. By including material on the phenomenon, its causes and how to defuse conflict situations, educators hope to help tomorrow's drivers stay calm. In Virginia in 1998, the state legislature made it mandatory for driver education classes to include a module on preventing aggressive driving. Students learn how aggressive driving starts – often when one driver wants to teach another a lesson. Students also learn how to manage their own anger and how to avoid confrontations.

Besides putting additional police on the road to show that somebody really is watching, what can be done to protect us from drivers who are aggressive? Voluntary compliance with traffic laws and conditions must be the goal of any anti-aggressive driver campaign.

The individual driver needs to be aware of his or her own driving practices; especially during those times when stress levels are high. Aggressive driving is behind a large number of accidents on our road network. Motorists pull in front of others, follow too closely, shout obscenities, make rude gestures, and are provocative and dangerous. They usually feel justified in the way

they are driving or intimidating others, even if just for the moment.

Under some conditions, other drivers consciously or unconsciously join in as they try to protect their own driving space or edge in on somebody else's. They also try to move ahead or laterally a little quicker than the other drivers.

It is my contention that traffic law enforcement has a significant role to play in curbing the incidence of aggressive driving. While it is acknowledged that there are too few traffic officers within the law enforcement community, and with limited resources, cognisance should be taken of the public perception that traffic law enforcement is limited largely to manning speed traps or issuing parking tickets. I believe that visible policing would have an immediate impact on traffic criminality, including aggressive and dangerous driving practices, provided that moving offences be strictly targeted.

#### **THE CHALLENGE**

Is the traffic law enforcement community responsible for safety on our roads? I believe so. Very often it is left to the law enforcers to implement road safety programmes within the communities they serve, and this serves to dilute the already limited manpower resources at their disposal. Benefits, in the form of equipment and financing from government driven campaigns such as Arrive Alive, have in part been responsible for compelling law enforcement departments to shift their enforcement focus. This should be revisited so that the issue of aggressive driving is addressed in all future campaigns.

Without increasing the manpower base of traffic law enforcers, limited success, if any, in curbing aggressive and dangerous driving in South Africa, can be predicted. Even if the problem was approached single-mindedly, I believe law enforcement alone would not be able to have any significant impact on the problem. Public perception needs to be modified so as to reassure the public that law enforcement is on top of the problem and that offenders are being apprehended. Obviously the awareness needs to be carried through to the Department of Justice and a firm stand taken by them.

The challenge facing us as road users in this country is not only to recognise the impact aggression, stress and frustration have in our daily lives, but to react to these in a manner that will not impinge on the safety of fellow road users in the shared environment.

The development of a national code of ethics aimed at the road user, pedestrians and cyclists included, should be considered. It should be specifically designed to improve inter-road user relationships, and adopted as a parallel to an ongoing education campaign. Recognising potential conflict situations and being able to resolve

# Avoiding distractions WHILE DRIVING

Information from the Website: [www.arrivealive.co.za](http://www.arrivealive.co.za)

## BREATHALYSER TEST AND BLOOD-

**I**t is important to stay alert at all times – and to act with extreme caution when climbing behind the steering wheel of a vehicle. Not only does the driver have to avoid distractions – but passengers have to ensure that they are not the cause of such distractions.

## ALCOHOL CONCENTRATION SCRUTINISED

To test your concentration as driver you need to answer the following questions: Are you always prepared to avoid a car swerving in front of you?

How about braking for a pedestrian who suddenly steps into your path?

Can you steer safely clear of debris falling from a truck?

## TYPES OF DISTRACTIONS POSING A RISK TO ROAD SAFETY

### • **Physical distractions**

Physical distractions are actions the driver might perform, actions by his passengers or technology in the car – and also distractions outside the vehicle that could divert the attention of the driver away from safely driving the vehicle.

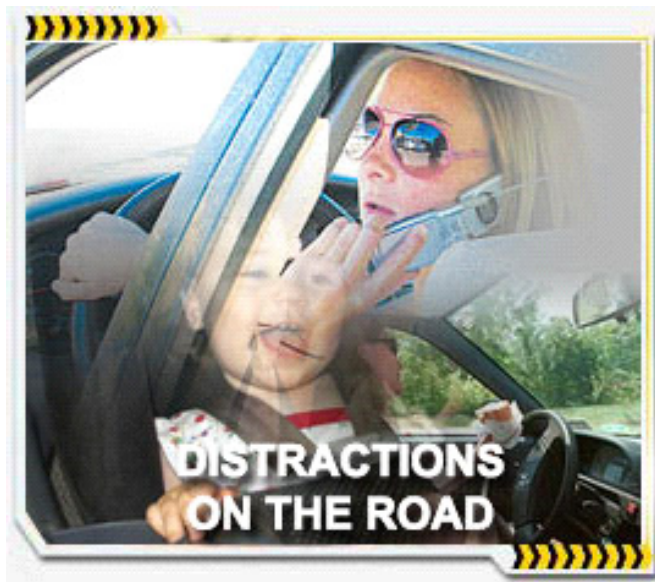
### • **Mental and emotional distractions**

Mental and emotional distractions may cause a driver to be more aggressive and less tolerant to other drivers. He might also become less attentive towards environmental conditions and hazards on the road.

## MOST COMMON DISTRACTIONS

### **Physical distractions:**

- Roadside activities such as accidents or vehicles stopped by police/ traffic officers
- Looking around at outdoor advertising, construction sites etc
- Reading maps or newspapers



- Personal grooming such as shaving, applying lipstick or mascara, combing or brushing hair
- Eating or drinking beverages
- Changing clothing
- Looking for lost or fallen items
- Flying insects
- Talking on cellular telephones
- Checking pagers
- Tuning the radio, tape or CD players
- Conversing with adult passengers
- Tending to small children and infants
- Smoking

### **Mental and emotional distractions:**

- Strong emotions of anger and grief
- Driver tiredness/ drowsiness
- Arguments and emotional conversations may lead to further distracting your attention

## HOW TO AVOID DISTRACTIONS

- Stay focused and alert at all times
- Practise short quick glances and avoid prolonged staring
- Never read whilst driving – rather pull off the road to read
- Do not attempt to change or pull off clothing while driving

- Conduct personal grooming before leaving or after reaching your destination
- Do not allow passengers to interfere with your concentration
- Make sure children and pets are properly restrained before you start driving – and give children items to occupy themselves
- Use pet carriers or portable kennels to restrict the ability of animals to roam around in the vehicle
- Pull over and stop if small children require attention that could divert your concentration from the road
- Avoid eating and drinking while driving – fumbling with napkins, wrappers and beverages means you're not watching the road
- Plan your trip in advance and allow yourself time to stop and have a bit to eat

#### **DISTRACTIONS CAUSED BY CELLULAR PHONES AND TECHNOLOGY**

There is growing concern of the dangers posed by motorists using cellular phones whilst driving. An international survey amongst 837 drivers with cell phones found that almost half swerved or drifted into another lane, 23% had tailgated, 21% cut someone off and 18% nearly hit another vehicle while using the phone.

- Best advice is to avoid using cellular phones when driving
- When the phone rings, let it ring! It's better to use your phone's voicemail or even miss a call than to put yourself, your passengers or others at risk
- Use hand free microphones
- If you have to make a call on a hands free cellular phone – ask a passenger to dial or answer the phone for you
- Keep your calls brief
- If you expect such a call to last longer than a few seconds – be on the lookout for a suitable spot to pull over
- Never take notes or jot down numbers whilst driving
- When in heavy traffic – rather tell the person you will call back when it is safer
- Do not allow technology to divert your concentration - inserting a CD or searching for a radio station makes poses a much greater risk than glancing at the fuel gauge or speedometer

***To understand the impact of using advanced in-car technologies on driving performance and traffic safety, visit the Applied Cognition Laboratory for research by Prof David Strayer, Principal Investigator, Department of Psychology, University of Utah***

- Ask your passenger to adjust the radio or climate controls for you
- With more complex devices – GPS/ navigation systems, etc – take the time to stop in a safe place before giving them your attention.



**S**cholar Patrol is an important part of road safety education and essential to enhancing the safety of our scholars at their schools. Not only does it regulate traffic, improve speed calming and facilitate safe crossing of the road but also instills in the minds of our young pedestrians an awareness of the importance of road safety. The Safety Patrol Program was started by the American Automobile Association (AAA) in 1920. Boys, when they reached the sixth grade, would be screened for the proper character traits and then trained in safety and put to use.

### WHY DO WE NEED SCHOLAR PATROL?

- Each year, children travel to and from school almost 200 times.
- Dangerous traffic congestion occurs around schools with so many parents dropping their children off in the morning and picking them up after school.
- Traffic Authorities, school to and from school.
- Scholar Patrol performs a very important and responsible public service by controlling traffic and by safe guarding scholar pedestrians. Student patrollers guide fellow students and prevent them from entering traffic when it is unsafe.

They were also to set a good example and encourage all students to observe the rules of safety. They had to report for duty on time with the proper equipment and attire on. They had to report all infractions of the rules to their superiors. They had to provide assistance to other Patrol members when necessary to know and enforce all safety walking and crossing rules. Lastly, they had to attend regular meetings that

# Scholar Patrol and Road Safety

Information and Photograph from the Website: [www.arrivealive.co.za](http://www.arrivealive.co.za)

would discuss problem areas of traffic and street crossings.

### BENEFITS OF SCHOLAR PATROL/SCHOOL PATROL

- The Scholar Patrol program benefits the school, the community and the student safety patrollers.
- The program provides quality training and recognition for student safety patroller's efforts.
- Apart from providing safer access to schools at nearby crossings, this program inspires patrollers to develop positive relationships with peers and authority figures and develop leadership skills, teamwork, maturity and a sense of responsibility.
- The Scholar Patrol helps foster closer ties with the community and increases the school's visibility in the community.
- Student patrollers are visible ambassadors for their school and assist both parents and their children at school crossings.

### CHARACTERISTICS OF MEMBERS OF SCHOLAR PATROL / SCHOOL PATROL

Scholar Patrol is a call for unselfish service to fellow pupils and the community. It requires the efforts of individuals with the following characteristics:

- Responsibility – a focus on the safety of pedestrians is of paramount importance.
- Punctuality - the team and our fellow pedestrian scholars depend on the team to be on duty, on time.
- Dedication - demands are



made on the free time of scholars and their ability to come out in any weather conditions, their enthusiasm and need for ongoing training.

- Commitment to teamwork with character traits like dependability, attention to detail, honesty, seriousness etc

### OBLIGATIONS ON ROAD USERS

To benefit from Scholar Patrol and enhance the effectiveness thereof for road safety, road users such as motorists need to oblige with responsible behavior as well:

- Obey the rules of the road Do not stop and park across the red and yellow demarcated areas outside school gates.
- Do not obstruct the scholar patrol's view of oncoming traffic thereby endangering the lives of pedestrians.
- When scholar patrol team members politely ask the parents to move their vehicles and record the registration numbers as they have been instructed, accept these directives!
- Do not abuse the team members by shouting at them or making rude gestures



# Increasing Congestion

By Dennis Ndaba

**T**here has been an 80% shift of freight from rail to road and this is increasing congestion on urban roads, especially during early morning and late afternoon peak periods and, given the rate of the current expansion of road capacity and the fact that the number of vehicles on the road is increasing by 8% a year, congestion is to persist for some time.

This is the view of Council for Scientific and Industrial Research built environment acting executive director Hans Ittmann. He says that South Africa's high logistics cost is the weakest link identified in a World Bank report in which South Africa is rated twenty-fourth in terms competitiveness, but at number 130 in terms of logistics costs.

"The cost of freight transport and logistics has a direct bearing on the efficiency of the economy and contributes to the competitiveness of a region," Ittmann said at the Transport Forum, in Pretoria, last week.

He cited congestion, inefficiencies, resource waste, and environmental and social impacts as some of the problems associated with urban freight.

"The situation is not going to improve, unless innovative ways are found, and the supply chains will have to be reliable, resilient, and responsive and there is an indexed correlation between rail and road transport."

Ittmann believes that the country can learn from the best practices of Best Urban Freight Solutions (Bestufs) and adapt them.

Bestufs, a European coordinated initiative funded by the European Commission, seeks to identify, describe and disseminate best practices, success criteria and bottlenecks. It also intends to give guidance to anyone involved, or interested, in the movement of freight in urban areas to improve the flow of products and reduce the environmental impact of the operation.

"To deal with the challenges of urban freight, we need innovative solutions and approaches and the



private sector and the public sector need to work together in developing a joint solution and the same vision for the future," he explained.

Meanwhile, 2010 FIFA World Cup Local Organising Committee (LOC) transport manager Sikhumbuzo Macozoma says that the South African freight industry needs to engage the various constituent groups that will move cargo in 2010.

"We are expected to develop and execute a comprehensive plan for freight transportation that meets the cargo requirements of the various constituent groups that form part of the World Cup community. For the LOC, this is with specific reference to FIFA constituent groups that have rights to LOC transportation," adds Macozoma.

He stresses that industry needs to ensure that adequate freight facilities are available to meet the demands of the football showcase.

"Understanding our logistics challenges will allow us to provide adequate access and efficiency in moving cargo on both the rail and road systems and we need to engage host cities to define intracity cargo storage and distribution networks to stadiums, fan parks and public viewing areas."

Macozoma notes that FIFA will implement a master delivery schedule during the event, with cargo delivery before and after a certain date being unrestricted. Ⓢ

*Republished with the permission of Dr Paul Vorster of ITTSA*

# Road Safety and Load Shedding

Information from the Website [www.arrivealive.co.za](http://www.arrivealive.co.za)



**M**ost South Africans have experienced the inconvenience of a break in power supply. Power cuts are unfortunately going to be a reality for years to come. This has been confirmed by both Government and the electricity supplier Eskom. The SA Chamber of Business (SACOB) has informed companies that they should be planning for the years ahead. Attention should also be given to the impact of load shedding on road safety. We need to address load shedding and provide advice for road users on how to protect themselves from the risks posed by load shedding.

## What is load shedding?

When there is not enough electricity available to meet the demand from all Eskom's customers, it could be necessary to interrupt supply to certain areas. This is called load shedding.

Load shedding is further described as:

- A last resort measure. Only when all other options at its disposal have been exhausted, such as running its power stations at maximum capacity and interrupting supply to industrial customers with special contracts will Eskom cut supply to other customers.
- A controlled way of rotating the available electricity between all customers. Load shedding schedules are drawn up to ensure that a few areas do not bear the brunt of the shortages. By spreading the impact, affected areas are not interrupted for more than two hours at a time, and in most cases customers can be informed of interruptions in advance.
- An effective way to avoid blackouts. Shortages on the electricity system unbalance the network, which can cause it to collapse. By rotating the load in a planned and controlled manner, the system remains stable.

## Impact of load shedding on road safety

There is not much that the average person can do about power failures affecting traffic lights and traffic flow - the correct driving attitude can however go

a long way in preventing collisions or reducing the severity thereof.

It is suggested, where possible, that drivers plan their routes and leave early to try and avoid the heavy traffic periods- this may also reduce the urge to rush.

- Many people are impatient because they are late due to the above mentioned conditions and may take unnecessary risks - motorists are advised to be extra cautious at faulty traffic lights.
- Many other motorists are also stuck/delayed and may be using their cell phones and possibly not concentrating fully on the road - make sure other vehicles are stationary before you pull away from the four way stop.

## Traffic Lights / Intersections

Most of the frustration on the road is caused by delays when traffic lights are out! There are a few basic tips to follow that will protect the road user and avoid frustrations:

- If traffic lights are out of order / not working etc – the crossing becomes a stop street / [four way stop!]
- This means that you have to follow the Rules of the Road for a four way stop
- Even if there is no traffic from the other roads –You still need to stop!
- If the vehicle in front of you crosses the make your move

- This means that you might have to wait for 3 other vehicles from 3 different directions to pass
- Be polite and pass swiftly whilst still cautious of possible offenders
- Be alert to the sequence of vehicles from other directions approaching the intersection

### And the big NO's

- Do not tailgate the vehicle in front of you to slip through under the radar \
- Be alert to innocent mistakes - do not become a victim of road rage
- Refrain from rude gestures

### Inadequate street lighting

- Power outages could remove important road safety features such as street lighting.
- This makes it extremely difficult for motorists to spot road hazards such as potholes, debris and even pedestrians on the road surface.
- Good advice would be to slow down and thus increase the time to evade these possible dangers!
- If there are no oncoming traffic it is advisable to drive with your lights on bright to increase the distance of the visible surface.
- One of the road safety slogans is "Be Visible Be Seen!". Load shedding makes this even more important.
- Turn your vehicles head lights on to make yourself more visible to other road users - even during daytime

### Safety from criminal elements

- Motorists must be attentive to the dangers of criminals lurking in the dark.
- During load shedding it is possible that hijackers and "smash and grab" criminals might see an opportunity for themselves – be attentive and raise your levels of awareness!

### General Info & Advice

- Ensure that your cell phone is always fully charged when power is available.
- Ensure that your vehicle (car, bakkie, motorcycle, etc) always has fuel in the tank since during power outages, petrol stations cannot pump fuel.
- Keep temporary lighting readily available, e.g. torches, candles, etc.
- Be sure to locate these items in places where they will be easy to find in the dark.

***The Arrive Alive Road Safety Website would like to urge motorists to raise their concentration to aspects of road safety during load shedding. Load shedding is bad enough – Let us not shed our manners as well!***

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***"Tell A Friend..."***

- Try to acquaint yourselves with schedules for load shedding
- There is nothing you can do to turn on the electricity – accept this and do not vent your frustrations on the roads—load shedding need not contribute towards road rage!

### Conclusion

#### Remember the following:

- We are all annoyed with load shedding - but we also have the same objective - to arrive alive at our destinations
- You are not more important than other road users -they might also be under stress with urgent appointments to attend
- Be respectful to traffic officials and points men trying to assist motorists at intersections



# How To Handle An Emergency!

Information and photographs kindly provided by Netcare 911 on the Website: [www.arrivealive.co.za](http://www.arrivealive.co.za)

**Coming across an accident while out on the road can be a frightening and stressful experience. Not only is it a dangerous environment to disembark from your vehicle but the sight of injured, bleeding people or children can induce panic in the toughest of people.**

**P**aramedics at Netcare 911 deal with such incidents on a daily basis and are specifically trained and equipped to cope with and treat patients on such scenes. But what happens if you are the first person to come across the accident? What do you do if you actually see the accident happen in front of you? Whom do you call and what do you do first while you wait for the emergency personnel to arrive?



The following segment comprises a few important principles and pieces of advice to help you to calmly, safely and carefully look after yourself, the patients and the accident scene while waiting for the emergency services.

help other motorists see that there has been an accident and slow down is necessary. Don't put your bright lights on as this may temporarily blind oncoming motorists)

## **What to do first**

*Pull your vehicle over*

- Park in a safe position off the road.
- Turn on your hazard lights and headlights. (Any and all lighting that may

- If the accident is on a blind rise or bend, parking your vehicle back from the accident in a 'fend-off' position so vehicles see the accident scene may help prevent further accidents.
- Put out your warning triangles if you have them.

## **What to do next**

*Phone the emergency services*

- **082 911** is the national number which will connect you with Netcare 911's Call centre.
- It is an emergency line where a call taker will request the following information:
  1. *Your telephone number (to remain in contact*



*with you should you be cut off)*

2. *Your location (street name and nearest cross road)*
3. *The details of what has happened, how many people are injured, whether there is a fire, etc.*

This will allow the dispatcher to send the correct personnel from the closest area. In addition the call takers are able to give you telephonic advice as to what to do to help the injure on the accident scene

**Assisting the Injured**

If you have a First Aid kit, take it out of your vehicle. Put on the rubber gloves that are inside the first aid kit. Calm and reassure the people that have been involved in the accident. Make them aware you have called the emergency services and that help is on the



way. This may be the only thing AND the most important thing you can do to help someone involved in an accident.

The most important principles when helping an accident victim are the following:

**Safety** – Do not attempt heroics which may potentially jeopardise your own safety. Your safety comes first, before that of the injured. You are of no use to anyone if you become injured while attempting to help others.

If there is any fire/ flames and you have a fire extinguisher, use it and direct the foam/ water at the base of the flames.

**Do NOT move the patient** or attempt to remove them from the vehicle UNLESS there is an immediate threat to life (e.g. the car is on fire and you are unable to extinguish it). There may be an underlying injury to the neck or spine and unnecessary movement could make this worse.

- If the person is unconscious, open the mouth and check there is nothing inside causing obstruction.
- Check if the person is breathing.
- If the patient is breathing leave them in the position

you find them and monitor them regularly.

- If the patient is NOT breathing and you have been trained to do so, you may begin CPR and rescue breathing as necessary.
- If a person is bleeding heavily from a wound, take any available material e.g. a t-shirt/ gauze from the first aid kit/ a towel/ a blanket/ etc, and place it over the open bleeding wound. Then press tightly applying direct pressure to the wound. Maintain that pressure until the emergency services arrive. Do not stop pressing to check if there is continued bleeding or to look at the wound. This procedure may save a persons life.

Being a bystander at an accident scene is invariably a stressful event. However if you remain calm, keep your head and follow the above principles, you could be instrumental in assisting, reassuring and even saving the lives of the accident victims. Ultimately we would all like to 'Arrive Alive'...

Also visit the following sections:

- Identification of a Patient
- Legal Duties and Advice
- Post Traumatic Stress
- Trauma Counseling
- Helicopter Evacuation

