



ROLLING ENFORCEMENT PLAN

(01 APRIL 2009 TO 31 MARCH 2010)

Compiled in consultation with the members of the Law Enforcement Technical Committee (LETCOM), a Sub-committee of the Road Traffic Management Co-ordinating Committee (RTMCC).

Amended Version: March 2009

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“The Rolling Enforcement Plan (REP) is a living, dynamic document and will be tweaked and fine-tuned as and when necessary, but will endeavour to provide a seamless, national enforcement plan that responds to the needs and demands of the prevailing circumstances in a smart, effective and efficient fashion in order to make the biggest impact on the carnage on our roads”.

MEMBERS OF THE LAW ENFORCEMENT TECHNICAL COMMITTEE

Road Traffic Management Corporation (RTMC)
 Department of Transport (National) and other sister departments
 Department of Transport, Community Safety and Liaison – RTI (KwaZulu Natal)
 Department of Community Safety (Western Cape)
 Department of Transport, Roads and Community Safety (North West)
 Department of Roads & Transport (Mpumalanga)
 Department of Safety & Liaison (Northern Cape)
 Department of Community Safety (Gauteng)
 Department of Roads & Transport (Eastern Cape)
 Department of Roads & Transport (Limpopo)
 Department of Public Roads & Transport (Free State)
 Ekurhuleni Metropolitan Police Department
 Johannesburg Metropolitan Police Department
 Tshwane Metropolitan Police Department
 Cape Town Metropolitan Police Department
 Durban Metropolitan Police Department
 Nelson Mandela Metropolitan Police Department
 Swartland Metropolitan Police Department
 Nokeng Tsa Taemane Traffic Department
 Mafikeng City Traffic Department
 Polokwane Traffic Department

Nelspruit Traffic Department
Swartland Municipal Police
Buffalo City Traffic Department
Pietermaritzburg Traffic Department
Kharahais Traffic Department
Mangaung Traffic Department
South African Police Service (National Road Safety Desk) Crime Prevention
Cross Border Road Transport Agency (CBRTA)
Co-opted members
Road Accident Fund*
SANRAL*
OUTsurance*

ENVIRONMENTAL SCAN

PERIOD: 01 April 2009 to 31 MARCH 2010

ENVIRONMENTAL SCAN: Fatal Crash Report (2008) forms the basis of this plan

School Holidays:

Free State, Gauteng, Mpumalanga, North West Limpopo

- 27 March 2009 to 14 April 2009
- 26 June 2009 to 19 July 2009
- 23 September to 05 October 2009
- 11 December 2009 Year End Holidays

Eastern Cape, Kwa Zulu Natal, Northern Cape, Western Cape

- 03 April 2009 to 15 April 2009
- 26 June 2009 to 19 July 2009
- 23 September to 05 October 2009
- 11 December 2009 Year End Holidays

Public Holidays and other special events

Good Friday	Friday, 10 April 2009
Family day	Monday, 13 April 2009
Election Day	Wednesday, 22 April 2009
Freedom Day	Monday, 27 April 2009
Workers Day	Friday, 01 May 2009
Youth Day	Tuesday, 16 June 2009
National Women's Day	Sunday, 09 August 2009
Heritage Day	Thursday, 24 September 2009
Industries closure:	Friday, 11 December 2009
Day of reconciliation	Wednesday, 16 December 2009
Christmas	Friday, 25 December 2009
Day of Goodwill	Saturday, 26 December 2009
New Year's Day	01 January 2010

Confederation Cup 14-28 June 2009

September - October: Summer rain (inland), mist, low visibility (coastal areas). Veld fires, longer daylight and shorter hours of darkness leading to greater pedestrian vulnerability because of weather conditions and other circumstances. Driver drowsiness due to passengers and overloaded vehicles.

Mass exodus of vehicles along main arterial routes to different provinces after industries closure and holiday shopping. Overloading of passengers on especially LDV's, minibus taxis and buses. Roadworthiness of vehicles. Fatigue for long distance drivers. Heavy traffic flows on holiday destinations particularly over the long weekends and during school holidays.

Cross Provinces holidaymakers especially to coastal towns.

SPECIAL FOCAL AREAS:

1. Driver Fitness: documentation, fatigue, alcohol abuse;
2. Moving Violations: barrier lines, red light infringements, cell phones, over-speeding;
3. Overloading: passenger and freight transport vehicles;
4. Vehicle Fitness: documentation, roadworthiness and registration plate enforcement;
5. Pedestrian Safety: pedestrian jay-walking, drink and walk;
6. Seatbelts: a stand-alone three-month campaign.
7. Vehicle visibility, defective front and rear lamps
8. Following distances between heavy vehicles, inconsiderate driving
9. Crime Prevention/Public Safety/Pro Active Policing

OBJECTIVES

- 1 To reduce accidents, fatalities and injuries.
- 2 To create a heightened awareness of road traffic safety issues.
- 3 To inculcate good road user behaviour and encourage voluntary compliance.
- 4 To increase detection and pro secution of critical offences.
- 5 To reduce offence rates on all key safety indices.
- 6 To reduce road accident trauma and costs.
- 7 To restore confidence and respect for the road traffic management fraternity.

- 8 To project a professional image of the enforcement practitioners.
- 9 To harmonize and co-ordinate common operations at all three tiers of service delivery.
- 10 To maximize communications and publicity exposure for enforcement issues.
- 11 Create fatigue management strategies
- 12 To assist in crime prevention activities and pro active policing initiatives

INTERVENTIONS

Easter Road Safety Projects: 01-30 April 2009
Operation Clean Sweep: 01-31 May 2009
Pedestrian Enforcement: 01 June – 31 July 2009 Confederation Cup Focused
Pedestrian Enforcement: 01-31 August 2009
Seatbelt and Cell phone Campaign: 01-30 September 2009
Operation Transport Month: 01-31 October 2009
Operation “Futha” (Alcohol): 01-30 November 2009
Operation Safer Festive Season: 01-31 December 2009
Operation Safer Festive Season: 01-31 January 2010
Operation Juggernaut: 01-29 February 2010
Operation Juggernaut: 01-31 March 2010

**1. Easter Road Safety Projects
Nationwide**

Target: All Unroadworthy Private and Public Transport Motor vehicles

Focal Areas: Prevention of crashes in Hazardous Locations areas, attempting to curb the fatality rates on our roads. LMV defects, Licenses, COR’S, etc

Activities: Roadblocks, Roadside checks, patrols, awareness to the run up to Easter 2009

Dates: 01 April 30 2009

Other Offences: As determined by the NRTA & CPA

NOTE: IT IS ENVISAGED THAT 1 MILLION VEHICLES WILL BE STOPPED, SEARCHED AND CHECKED WITH SPECIFIC EMPHASIS PLACED ON ILLEGAL AND UNROADWORTHY MOTOR VEHICLES, DRIVERS AND CRIME RELATED, TO RID OUR ROADS OF THESE VEHICLES BEFORE EASTER 2009

No	Province together with Metro's & Local Traffic Department	TARGET DRIVER INTERVENTIONS	ACTUAL
1.	Limpopo	60 000	
2.	Gauteng	285 000	
3.	Mpumalanga	80 000	
4.	North West Province	65 000	
5.	Kwa Zulu Natal	160 000	
6.	Eastern Cape	85 000	
7.	Western Cape	170 000	
8.	Northern Cape	30 000	
9.	Free State	65 000	
	TOTAL:	1 million	

2. Operation Clean Sweep Nationwide

- Target:** All Unroadworthy Private and Public Transport Motor vehicles
- Focal Areas:** Prevention of crashes in Hazardous Locations areas, attempting to curb the fatality rates on our roads. LMV defects, Licenses, COR'S, etc
- Activities:** Roadblocks, Roadside checks, patrols, awareness to the run up to Easter 2009
- Dates:** 01 May 31 2009
- Other Offences:** As determined by the NRTA & CPA
- NOTE:** IT IS ENVISAGED THAT 1 MILLION VEHICLES WILL BE STOPPED,

No	Province together with Metro's & Local Traffic Department	TARGET DRIVER INTERVENTIONS	ACTUAL
1.	Limpopo	60 000	
2.	Gauteng	285 000	
3.	Mpumalanga	80 000	
4.	North West Province	65 000	
5.	Kwa Zulu Natal	160 000	
6.	Eastern Cape	85 000	
7.	Western Cape	170 000	
8.	Northern Cape	30 000	
9.	Free State	65 000	
	TOTAL:	1 million	

**3. Pedestrian Enforcement
Nationwide**

The FIFA Confederation Cup also takes place during this period and law enforcement will be done on all major roads leading to various routes within the provinces that are involved in the tournament.

Target: All identified Hazlocs within the Provinces, Metros, And Local Authorities

Focal Areas: Pedestrian enforcement, illegal crossing of Highways, Freeways, Motorways
Stop & Search, Illegal weapons, narcotics and other.

Activities: Enforcement, Education, Fines

Dates: 01 June – 31 July 2009

Other Offences: As determined by the NRTA & CPA

The above mentioned operation will include the efforts of the Metro and Local Authorities

4. Pedestrian Enforcement Nationwide Cont.

Target: All identified pedestrian Hazlocs within the Provinces, Metros, Local Authorities

Focal Areas: Pedestrian enforcement, illegal crossing of Highways, Freeways, Motorways
Stop & Search, Illegal weapons, narcotics and others.

Activities: Enforcement, Education, Fines

Dates: 01 August – 31 August 2009

Other Offences: As determined by the NRTA & CPA

Blitz Dates:

The above mentioned operation will include the efforts of the Metro and Local Authorities

5. SEATBELT and CELLPHONE Campaign Nationwide

- Target:** Drivers and passengers in sedan, public transport and all other vehicles fitted with seatbelts
- Focal Areas:** Passengers on front and rear seats and all other vehicles fitted with seatbelts including Passenger Transport Vehicles.
- Activities:** Roadblocks, roadside checkpoints,
- Date:** 1 September – 30 September 2009
- Other offences:** Vehicle fitness, lamps and tyres

Blitz Dates:

No	Province together with Metro's & Local Traffic Depts	TARGET DRIVERS/PASSANGERS CHARGED	ACTUAL
1.	Limpopo	1000	
2.	Gauteng	4000	
3.	Mpumalanga	1000	
4.	North West Province	1000	
5.	KwaZulu Natal	3000	
6.	Eastern Cape	1500	
7.	Western Cape	2000	
8.	Northern Cape	500	
9.	Free State	1000	
	TOTAL:	15 000	

6. OCTOBER TRANSPORT MONTH

Transport Month: 1 -31 October 2009

SPECIAL FOCAL AREAS:

1. Taxi Recap Enforcement
2. All public passenger transport vehicles (Roadworthiness only, NOT PERMITS please.)
3. Metered taxi's, minibus taxi's, learner transport vehicles, buses (all), long distance coaches (all passenger carrying transport vehicles)
4. All other modes of transport as per the transport month enforcement plan

Blitz Dates:

No	Province together with Metro's & Local Traffic Departments	OCTOBER TAXI RECAP TARGETS	October All Other Public Transport Targets (Prosecutions)
1.	Limpopo	100	250
2.	Gauteng	200	500
3.	Mpumalanga	100	300
4.	North West Province	100	300
5.	KwaZulu Natal	200	500
6.	Eastern Cape	150	400
7.	Western Cape	200	500
8.	Northern Cape	50	200
9.	Free State	100	300
	TOTAL:	1200	3300

7. OPERATION "FUTHA" (Alcohol breathe screening)

Target: Pedestrians, Drivers

Focal Areas: Pedestrian safety, Driver behavior

Activities: Roadblocks, Roadside checkpoints, Patrols, Awareness on safer festive season 2007/08 program interventions

Dates: 01- 30 November 2009

Other offences: Seatbelts, Speed and Moving violations

No	Province together with Metro's & Local Traffic Department	TARGETS (All Activities)	ACTUAL
1.	Limpopo	800	
2.	Gauteng	2 500	
3.	Mpumalanga	800	
4.	North West Province	2 500	
5.	Kwa Zulu Natal	4 000	
6.	Eastern Cape	2 500	
7.	Western Cape	4 000	
8.	Northern Cape	900	
9.	Free State	1000	
	TOTAL:	19 000	

8. OPERATION SAFER FESTIVE SEASON: DECEMBER 2009/JANUARY 2010

Target: One Million Stop and Checks for all vehicle types.

Focal Areas: Moving violations, Vehicle fitness, Driver behavior and Documentation

Activities: Roadblocks, roadside checkpoints, Patrols, Real speed monitoring, public transport offence and Road safety awareness campaigns

Dates: 1 December 2009 – 31 January 2010

Other offences: Overload control management, following distances and inconsiderate driving

Blitzes:

No	Province together with Metro's & Local Traffic Depts	TARGET DRIVER INTERVENTIONS	ACTUAL
1.	Limpopo	60 000	
2.	Gauteng	285 000	
3.	Mpumalanga	80 000	
4.	North West Province	65 000	
5.	KwaZulu Natal	160 000	
6.	Eastern Cape	85 000	
7.	Western Cape	170 000	
8.	Northern Cape	30 000	
9.	Free State	65 000	
	TOTAL:	1 million	

9. OPERATION JUGGERNAUT Freight & Goods

Target: All freight and passenger heavy / light vehicle types

Focal Areas: Overload control management, brakes, vehicle fitness, vehicle registration and driver behavior

Activities: Roadblocks, roadside checkpoints, Real time speed monitoring, Weighbridge operations

Dates: 01 February – 28 February 2010

Other offences: Registration plates, Documentation, Following distances

Blitz:

No	Province together with Metro's & Local Traffic Depts	TARGET Seatbelt Prosecutions	ACTUAL
1.	Limpopo	10 000	
2.	Gauteng	45 000	
3.	Mpumalanga	10 000	
4.	North West Province	10 000	
5.	KwaZulu Natal	40 000	
6.	Eastern Cape	15 000	
7.	Western Cape	35 000	
8.	Northern Cape	5 000	
9.	Free State	10 000	
	TOTAL:	180 000	

10. Operation Juggernaut Nationwide

Target: All Moving Violations (Intensified Law Enforcement Operations)

Focal Areas: Red Robots, Unsafe Overtaking, Stop signs, Vehicle and driver fitness during Easter.

Dates: 01-31 March 2010

Other Offences: as determined by the Authorities

Blitzes:

The above mentioned operation should include the efforts of local and metropolitan authorities

VALUES AND PRINCIPLES

- 3.1 The above plan was compiled in consultation with representatives of the nine provincial, six metropolitan and one local authority under the advise and authority of the Road Traffic Management Co-ordinating Committee (RTMCC) to whom the Law Enforcement Technical Committee (LETCOM) would report.
- 3.2 This plan is informed by the “Interim Road Traffic and Fatal Crash Report for the Year 2008” and is in line with the priorities of the National Road Safety Strategy 2006. It is hoped that authorities will adapt, integrate and adopt this plan together with their individual plans in order to separate local and regional issues and harmonize with national prerogatives. Thus think locally, act globally.
- 3.3 Every effort will be made to ensure that the various local authorities within the nine provinces are informed about this Rolling Enforcement Plan in order to obtain their buy-in. This will be done through interactive workshops and regular bulletins.
- 3.4 The support of the various political principles at local, provincial and national levels will be sought to add clout to the programme. After ratification by the RTMCC, this plan will be submitted to the RTMC Board, COTO and the Shareholders Committee.
- 3.5 Additional support of, especially, the South African Police Services and other relevant stakeholders such as Justice, Defense, Education and Health will be secured at various tiers in order to realize our objectives.
- 3.6 The Road Safety Promotion/Education/Communication components at the various levels of government will be requested to identify appropriate publicity opportunities in order to support and amplify the enforcement activities.
- 3.7 A Tri-Sector Partnership will be forged between government, private sector and civil society. Endorsements will be sought from the various sectors for enforcement’s planned operations. This plan will remain a transparent document as are the principles that gave birth to this plan.
- 3.8 The principles of Operation Emisa, that is interpersonal, active stopping and checking a minimum of 15 vehicles per officer per eight hour shift, will be enforced by all participating authorities.
- 3.9 The standard reporting formats will be used by all authorities as agreed upon by all members.
- 3.10 All traffic offences will be targeted. There will be no selective enforcement at the exclusion of any other offence, but special focus will be placed on:
 - * Pedestrian jay walking, drink and walking and pedestrians on freeways;
 - * Speed inappropriate for the conditions;
 - * Alcohol abuse by drivers and pedestrians;
 - * Moving violations: unsafe overtaking, cell phones, red light infringements, reckless and negligent driving;
 - * Driver fitness: driver documentation and drink and drive;
 - * Vehicle fitness: all aspects especially lights and tyres;

* Overload control, passenger and goods;

- 3.11 A special enforcement focus will be done on the wearing of seatbelts both, front and rear and would continue indefinitely so as to increase the wearing rate by 25%. This will take on an increased awareness during the three-month period 1 May to 30 August 2008 following the official launch during the Global Road Safety Week.
- 3.12 The Enforcement Fraternity will support all activities in relation to Global Road Safety Week's "Youth" focus. (23 – 29 April 2009)
- 3.13 Vehicles traveling without registration plates or permits would be vigorously prosecuted.
- 3.14 Special targeted alcohol enforcement exercises will be carried out by metro/local authorities especially during weekends.
- 3.15 Speed measurement exercises will be targeted mainly in hazardous locations and these types of interventions will be policed smartly utilizing minimum manpower for maximum impact. These exercises will concentrate on reducing the mean speeds in hazardous locations rather than trapping motorists for funds generation.
- 3.16 All efforts will be made to undertake enforcement operations along critical days, times and routes to have the greatest impact on offences and accidents. (Identified and agreed upon HAZLOCS) Annexure A.
- 3.17 At all times the traffic personnel will act in a professional and ethical manner ensuring that the motorists' support for road safety is secured.
- 3.18 Roadblocks will be set up and manned in a professional manner to avoid unnecessary delays and inconveniences to the motorists.
- 3.19 Management will make a concerted effort to supervise, supervise and supervise. When and where possible RTMC Senior Managers and Traffic College Staff members will also monitor and provide guidance to officers on the road.
- 3.19.1 During this financial year (2009/10) the plan will also put more focus on the **FIFA Confederation Cup** during June and July 2009. Road Traffic Law Enforcement Operations will be mounted at various routes to and from the stadia at participating host cities. As per the discussion, the blitzes will also be conducted nation-wide by all authorities on exactly the same focal area on exactly the same date as stipulated on the plan.
- 3.21 Innovative Pilot Projects will continue to be a feature of the Rolling Enforcement Plan. The aim of which is to duplicate those successful projects elsewhere in order to energize and continuously seek sustainable road safety solutions.
- 3.20 All authorities who are signatories to this plan must comply with the principles and conditions included herein. Achieving of targets will be incentivised and those authorities that satisfy the terms and conditions of this plan will be awarded special prizes and their efforts acknowledged accordingly with their principles, the media and the community at large.**
- 3.22 Targets set are based on total provincial road length, number of fatal crashes in 2008, crashes per 100 000 kms road and number of registered vehicle per province and available number of traffic officers.
- 3.23 This plan will be launched at an appropriate occasion.

GUIDE TO THE KEY PROJECTS AS IDENTIFIED BY ROLE PLAYERS

A. RURAL ENFORCEMENT

Understanding of Rural Enforcement:

Means traffic law enforcement on all public roads outside of the officially declared urban areas

NEEDS ANALYSIS /ENVIRONMENTAL SCANNING

- Commuters between rural and urban areas
- Accidents e.g. Public transport (taxis & Busses)
- Non visibility of traffic officers
- Non adherence to traffic laws by road users due to remoteness of the areas and slim chances of being apprehended.
- No road safety audits

OBJECTIVES

- To ensure that all roads are covered in terms of law enforcement and visible patrolling in order to ensure a reduction in road accidents and fatalities.
- To maintain law and order and adherence to traffic rules
- To ensure traffic safety to all road users

TARGET/FOCUS

- All modes of transport using rural roads
- Pedestrians
- Stray animals
- Influence the improvement to road infrastructure
- Improve the level of road safety awareness to rural communities

OUT PUT

- Regular Patrols
- Visibility
- Law Enforcement
- Continuous Road safety education to rural community

MESSAGE

- Adherence to road safety laws
- Traffic is not about enforcement only but also about education and safety

ACTIVITES

- Inclusion of rural areas in normal daily operational plans
- Necessary deployment of officers in rural areas
- Considering establishment of satellite stations in those areas

MONITORING & EVALUATION

- Proper record keeping
- Proper collection of data
- Regular Inspections
- Evaluation of statistics to ensure that the set objectives are achieved

B. MOVING VIOLATIONS AND HAZLOC MANAGEMENT

1. UNDERSTANDING

- ❖ Moving violation means an offence committed whilst the vehicle is in motion and is related to the poor driver behaviour.
- ❖ Hazloc is the area where frequent offences and crashes occur.

2. IDENTIFY NEEDS.

- ❖ Research has revealed that most accidents are caused by human element. An accident will always precede a traffic violation committed by a poor driver.
- ❖ General causes of accidents:
 - i. Road condition,
 - ii. Speed
 - iii. Driver behavior
 - iv. Times
 - v. Weather
- ❖ Period / Event / Traffic pattern
- ❖ COSAFA Cup (June 2009)
- ❖ National / Provincial Elections (April 2009)

3. DATES

- ❖ Easter Weekend, Festive Season, Comrade Marathon etc.
- ❖ Any long weekend.

4. OBJECTIVES

- 4.1. To reduce the number of moving violations.
- 4.2. To identify and effectively manage the Hazloc areas.

5. TARGETS.

5.1. Moving violations:

- ❖ Following distance.
- ❖ Unsafe overtaking
- ❖ Use of cellular phone whilst driving.
- ❖ Reckless and negligent / inconsiderate driving.
- ❖ Speeding.
- ❖ Disobeying road traffic signs/ markings/signal.

5.2. HAZLOC'S

- ❖ Unbecoming behaviour of road users
- ❖ Road maintenance (shoulders, traffic signs, potholes, markings etc.)
- ❖ Road safety education
- ❖ Intensify law enforcement.
- ❖ Possible engineering involvement.

6. MESSAGE

“Road safety is our pride and defiance is our enemy”.

7. ACTIVITIES

- ❖ Road safety education
- ❖ Intensify law enforcement.
- ❖ Possible engineering involvement.

8. EVALUATION

On-going monitoring and evaluation (Inspections and reports to be conducted and submitted on quarterly basis).

C. Alcohol Enforcement

Understanding

Road users under the influence of alcohol and/or other intoxicating substances contribute to road fatalities and injuries. The most vulnerable are the under privileged staying in informal settlements, pedestrians and breadwinners.

Identify the need

Enforcement will vary from area to area but more from late afternoon to early mornings especially in close proximity of events, places of entertainment, transport nodes.

More concentration need t to be during off peak periods for drivers of public transport vehicles, over long weekends and public holidays, times when year-end functions and school year end functions take place.

Pedestrians attending places of entertainment and leaving to public transport nodes during day time and at night.

Objective

- To reduce the use of alcohol / intoxicating substances by road users through education at schools, etc. and harsh enforcement actions main arterials, rural roads, public transport routes..

Target

Focus: Public transport drivers
Pedestrians (By-laws)
Freight transport drivers
General public

Message

Zero tolerance on driving under the influence of alcohol / intoxicating substances. Pedestrians under the influence of alcohol / intoxicating substances are more vulnerable to accidents and must refrain from becoming part of accident statistics.

Activities

K78 on main arterials

Roving roadside checks on alternative routes

Sporadic checks on pedestrians especially around places of entertainment, business districts and events

Evaluation

Improve utilization of Drager to ensure earlier finalization of cases

Drager process may assist in reducing Fraud and corruption

Drager : Statistics more readily available

Proper supervision required at roadblocks and roadside checks as well as centres where cases are finalized.

Challenges

- Acceptance of Drager by all offices of the Dept of Justice
- Obtain buy-in by all role players
- Training of operators and other role players
- Tests for other intoxicating substances.

Role-players

- Law enforcers (Traffic Departments and Metro Police)
- SAPS
- Dept. of Justice
- District surgeons
- Dept. of Health

D. PUBLIC TRANSPORT, LOADS AND DIMENSIONS

Understanding

- That public transport is divided into 3 categories namely:
- Passenger: Taxis, Buses and LDV's.
- Freight: Abnormal Loads, HMT, dangerous goods etc.

Rail:

OBJECTIVES

To promote safety awareness
 To ensure compliance with regulations
 To preserve road infrastructure

ACTIVITIES

To promote driver fitness
 Inspections & weighing of vehicles
 Prosecutions for traffic violations such as overloading, unroadworthy vehicles,

TARGETS & MEASUREMENT INDICATORS

GROUPINGS	TARGETS per prov. / muni./ metros	FREQUENCY
Taxis	50000	Monthly
Buses	2000	Monthly
Heavy Vehicles	10000	Monthly
Abnormal Loads	200	Monthly
Dangerous Goods	5000	monthly

EVALUATIONS

- To evaluation activities in terms of set targets
- Impact of set targets

MESSAGE

- Promote knowledge of the effects of the Weather on road users
- From zero tolerance to 100% compliance

E. *NON-MOTORISED TRANSPORT*

UNDERSTANDING

Definition

Any mode of transport that is not self propelled such as pedestrians, cyclist, wheel chairs, skate/board and animal drawn vehicle and animals etc.

OBJECTIVE

- To increase the level of education to road users
- To ensure compliance in different pieces of legislation

THE NEED

- The unavailability of Public Transport
- Non- aligned special infrastructure/ Special Development

TARGET

- To identify the hazloc and accident stats in order to determine the operational plan

MESSAGE

- Reduction in the number of accident fatalities caused by non-motorized transport
- To see 100% compliance
- To see improved non-motorized transport nationally

ACTIVITIES

- Media coverage i.e. local an and national(RTMC)
- Road shows at National Level
- Imbizo's
- Joint operations with relevant role players
- Road Safety to continue educating communities

Monitoring and Evaluation

- Constant supervision of execution of operational plan
- Redress (addressing the Batho- Pele Principle)

Please do not hesitate to contact
ASHREF ISMAIL
 (Senior Manager/Director: Enforcement Co-ordination)
 On 071 680 3448 or Ashrefi@rtmc.co.za should you have any queries.

AGREEMENT

We the undersigned hereby agree to abide by the values and principles of the National Rolling Enforcement Plan as prepared by the Law Enforcement Technical Committee (LETCOM) and approved by the Road Traffic Management Co-ordinating Committee (RTMCC) and also undertake to provide all the relevant reports timeously, accurately and in the correct format to the RTMC.

For the provincial/metro/local authority:

 Director
 Date:

 Chief Director/Deputy Chief
 Date:

 Head of Department /Chief of Police/Traffic
 Date:

For the RTMC:

 Senior Manager: Enforcement Co-ordination
 Date:

 Senior Executive Manager: TLE & Education
 Date:

 CEO RTMC:
 Date: