



NATIONAL ROLLING ENFORCEMENT PLAN

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ROAD SAFETY INITIATIVES TOWARDS A DECADE OF ACTION



Overview of Presentation

- Part 1: Objectives
- Part 2: Special interventions
- Part 3: Moving violations
- Part 4: Most common arrests
- Part 5: Successes & Challenges of NREP
- Part 6: Values & Principles



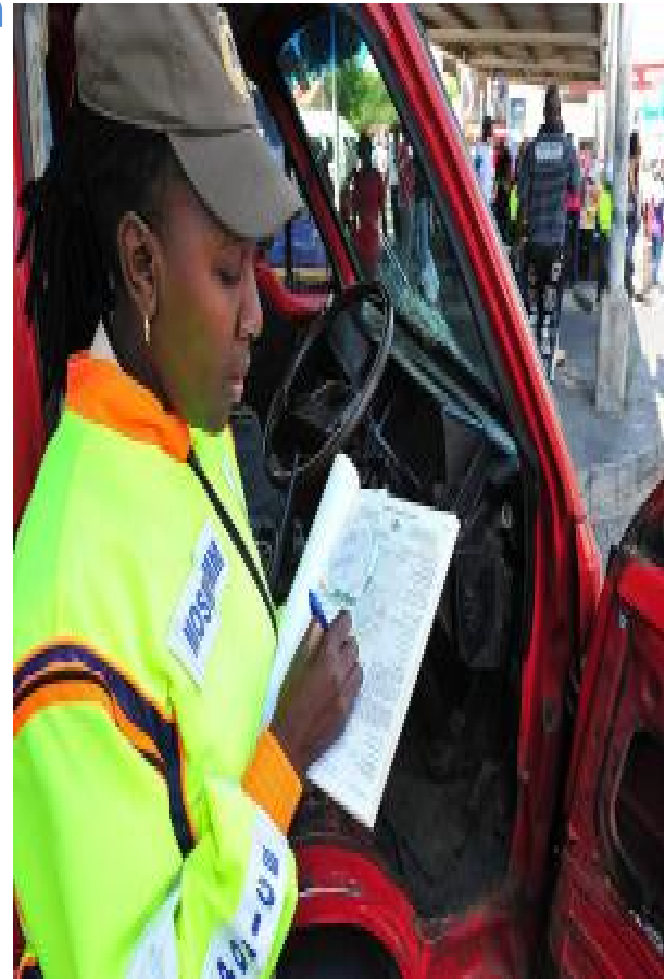
Objectives of NREP

- To reduce crashes and casualties by addressing critical moving violations.
- To inculcate good road user behavior and reduce offence rates.
- To increase detection and prosecution of critical offences.
- To harmonize and co-ordinate common operations at all three tiers of service delivery.
- To maximize communications and publicity exposure on enforcement issues thereby creating a heightened awareness.
- To contribute towards the reduction of crime in general.
- To change the perception of “I will not get caught” to “I will be caught and be punished”.



Special interventions

- Stopping and checking of a minimum of 1 million vehicles per month, nation-wide.
- Sobriety screening of a minimum 10 000 drivers nation-wide.
- Special operations focusing in public passenger and freight transport vehicles.
- Special blitzes on illegal street racing, driving school vehicles, superbikers, tow truckers, warrants etc.
- Addressing hazardous locations (HAZLOCS) by deploying maximum resources in these areas that claim the greatest lives
- National overload control targets



Focus on moving violations

- Speeds too high for circumstances
- Barrier line infringements
- Red light infringements
- Seat belt (front and rear)
- Cell phone usage



Outputs

Outputs	First Quarter(April-June 2012)	Second Quarter (July-Sep 2012)
Total number of vehicles stopped and checked	3 297 059	3 281 640
Total number of notices issued	1 319 748	900 297
Total number of vehicles discontinued	14 945	12 031
Total number of vehicles impounded	1 566	3 062



Most common arrests

Infringement	First Quarter(April-June 2012)	Second Quarter (July-Sep 2012)
Drinking and driving	6 809	4 157
Overload	313	346
Reckless and negligent	328	217
Fraudulent documents	212	729
Other	6 591	1 078



Successes of NREP

- Greater awareness of road traffic enforcement in the media
- Alcohol/substance abuse blitzes have created better compliance among road users
- There is greater public awareness on road safety issues
- There is greater support/buy-in from political principals
- Improvement in data collection
- Co-ordination is improving constantly and
- Target setting has been accepted as a norm
- The audit process is delivering authenticity of the statistics that are being provided



Challenges

- Veracity and authenticity of figures supplied
(random auditing)
- Poor commitment by/from certain authorities
(strengthening through co-ordinating committees)
- Commitment to special operations/blitzes
(obtain commitment from departmental heads)
- Insufficient public awareness/education in road safety
- All provinces have different levels of implementing challenges
- Ineffectual implementation, and limited monitoring & evaluation
- Lack of uniform and standardization



Values & Principles

- Embrace smart policing techniques (PLOC)
- Data driven approach
- Deployment at HAZLOCS at critical days/times
- Measurement of results/impact
- Every authority to report monthly
- Secure support of political principals at every level
- Multi-disciplinary approach with joint ops (corridors)
- Professional and ethical behavior at all times
- Effective supervision for effective results
- Mentorship, evaluation and monitoring by college facilitators
- Involvement in community road safety councils
- On-going innovative enforcement tactics
- All traffic offences will be targeted



Thank you for your attention.

*Together we can create safer roads for all as part of the
Decade of Action for Road Safety 2011-2020*

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