



# **ChildSafe**

## **Stakeholder Workshop**

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- ❑ Successes
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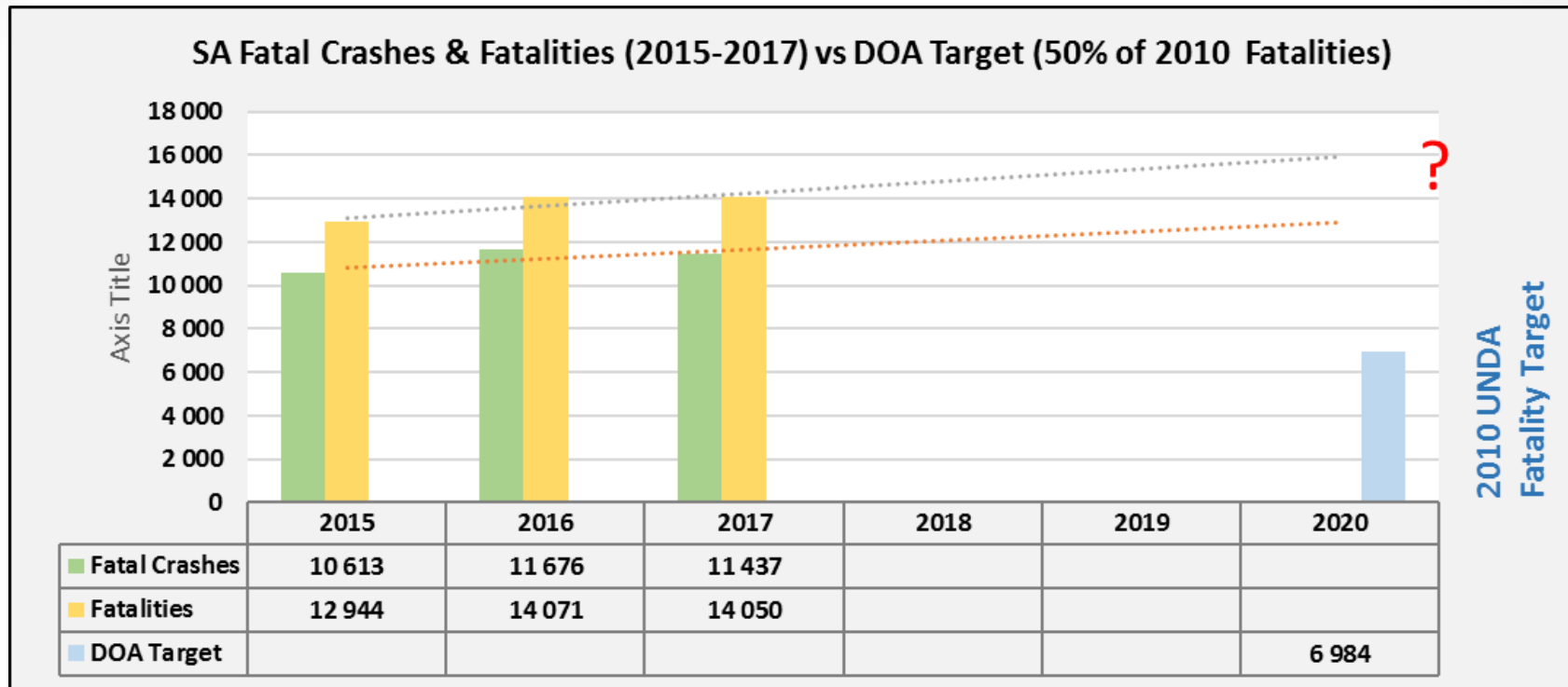
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# Introduction



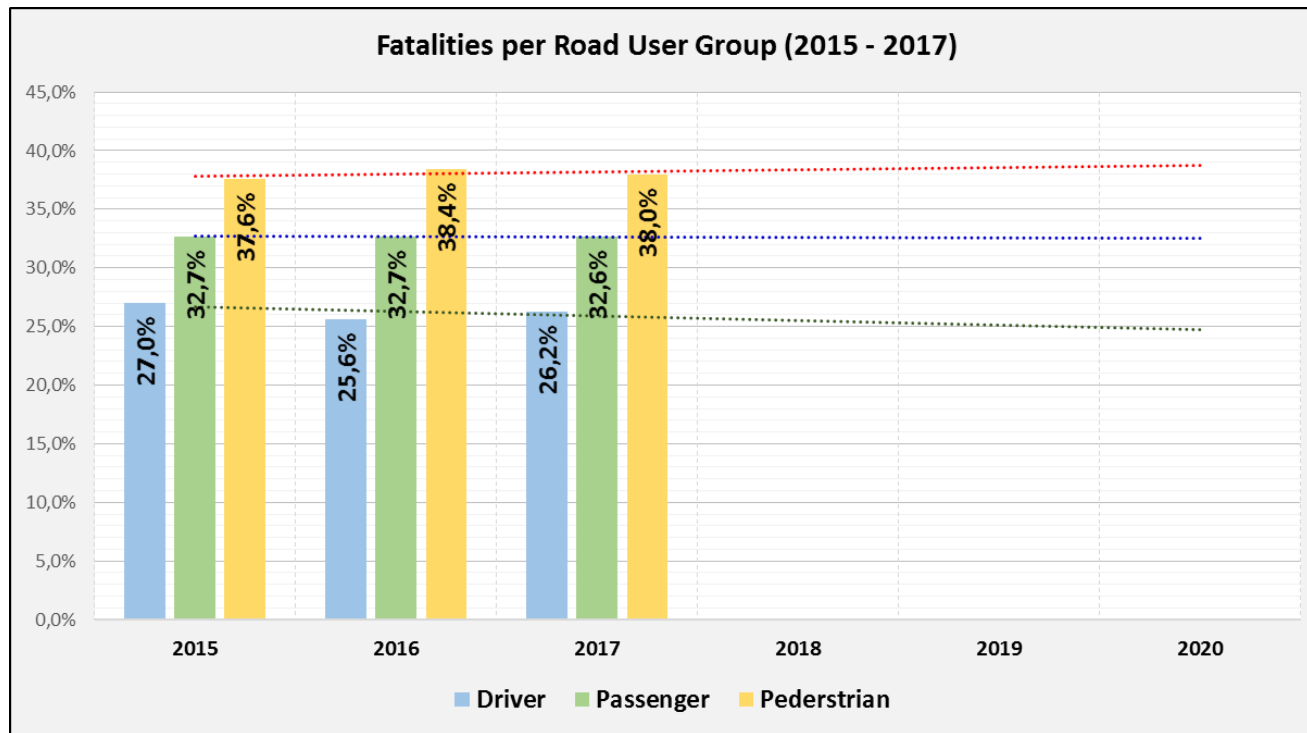
- South African National Road Safety Strategy NRSS (2016-2030), approved by Cabinet March 2016
- Majority of SA Population are young people – so reflected by national road fatality statistics
- In responding to the point above, measures have been put in place to attend to inter alia Child Seat usage in South Africa

# Statistics (South Africa 2015-2017)



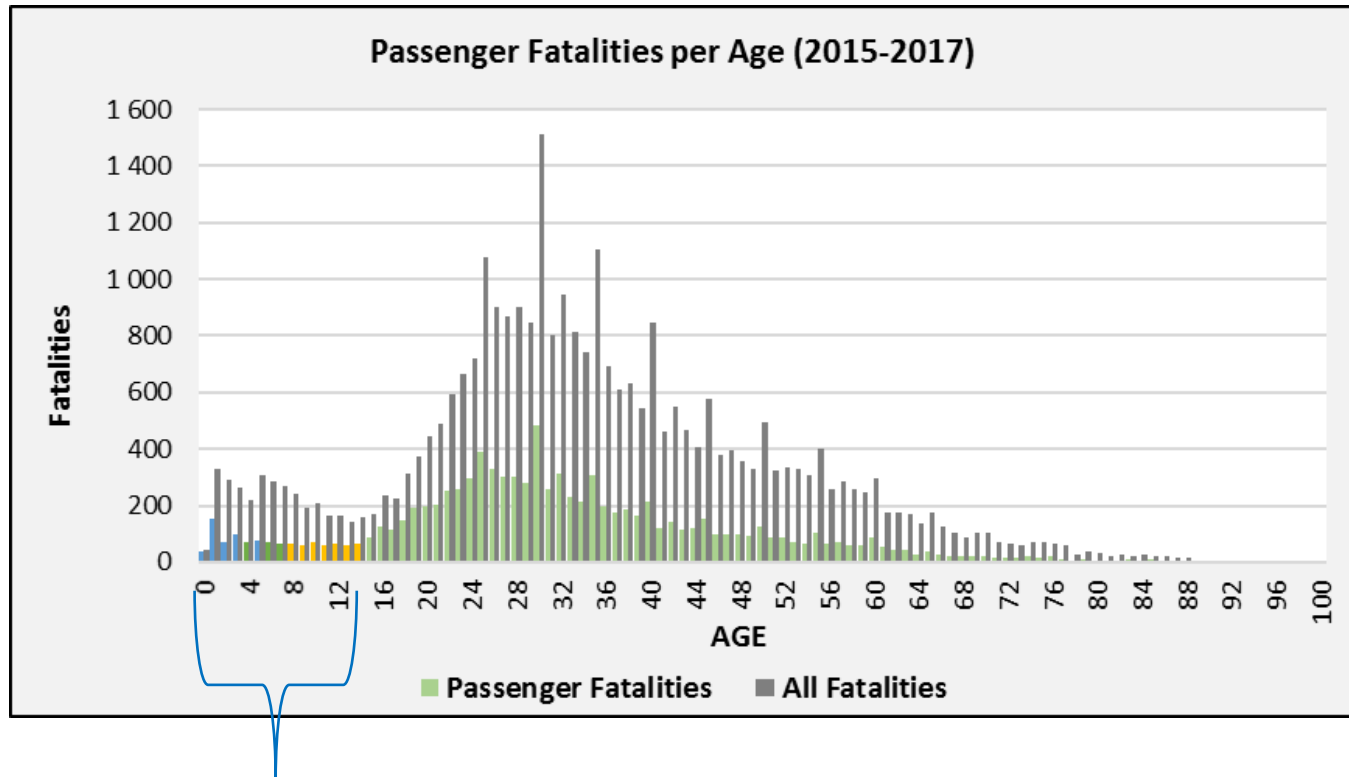
- Fatal road crashes show an increase from 2015 to 2016 however decreased from 2016 to 2017 with 2.05%.
- Road fatalities show an increase from 2015 to 2016 however decreased from 2016 to 2017 with 0.15%

# Statistics (South Africa 2015-2017)



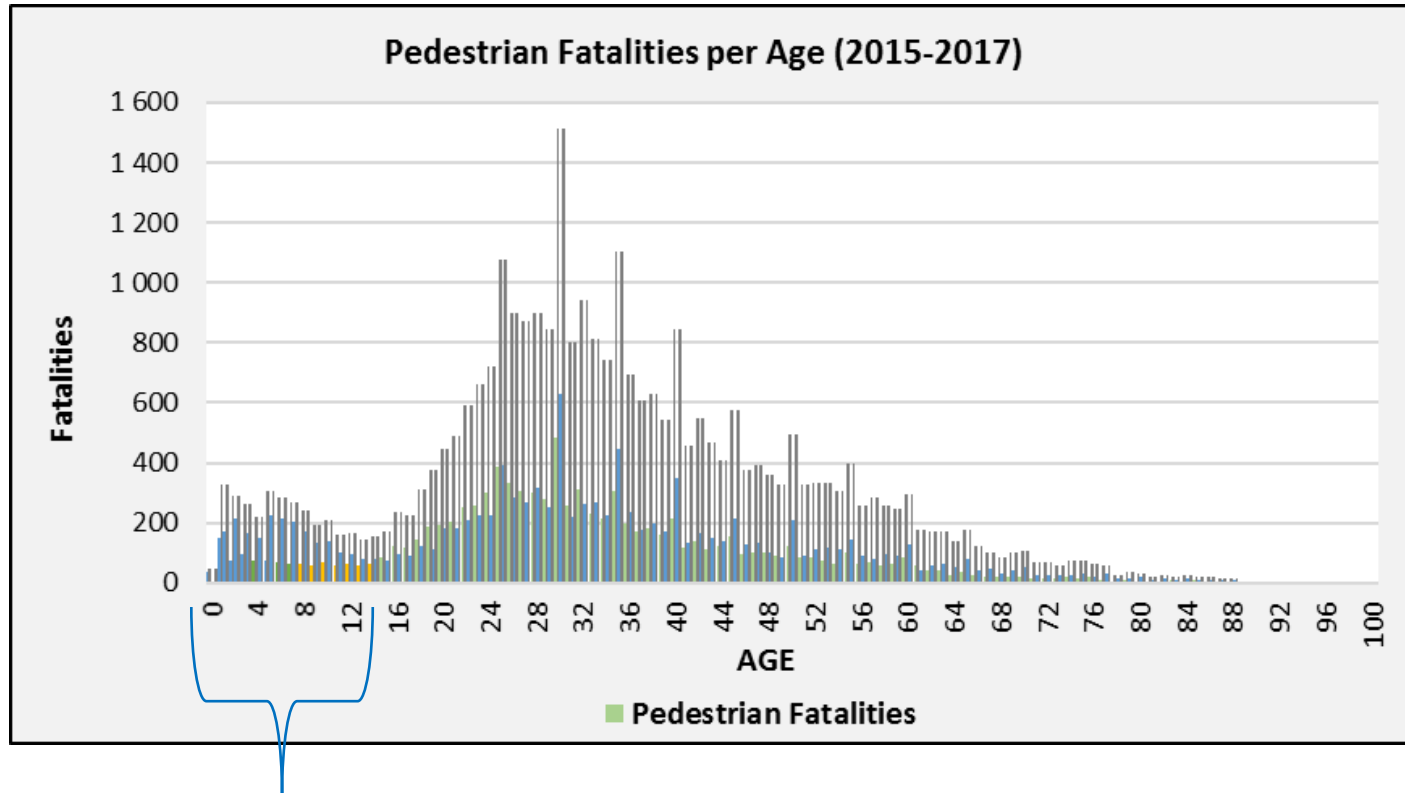
- Driver fatalities - decreased by 0.8% from 27.0% in 2015 to 26.2% in 2017
- Passenger fatalities – during the three year period averaged at 32.7%
- Pedestrian fatalities – during the three year period averaged at 38.0%

# Statistics (Passenger 2015-2017)



- Fatalities Age 0-14: 10.6% of all fatalities
- Passenger Fatalities Age 0-14: 3,5% of all fatalities
- Fatalities Age 0-3: 2,1% of all fatalities
- Passenger Fatalities Age 0-3: 1,2% of all fatalities

# Statistics (Pedestrian 2015-2017)



- Fatalities Age 0-14: 10.6% of all fatalities
- Pedestrian Fatalities Age 0-14: 6,96% of all fatalities
- Fatalities Age 0-3: 2,1% of all fatalities
- Pedestrian Fatalities Age 0-3: 1,8% of all fatalities



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# Successes



- Strong Legislative Framework (Next two slides)
- Approved National Road Safety Strategy (NRSS 2016-2030)
- Scholar Transport Policy
- Road Safety Programmes/Interventions
- National PET & Debates

# Related Legislative Mandate



- Seatbelt usage in South Africa is regulated by Regulation 213 of the National Road Traffic Act, 1996 (Act No. 93), effective on 1 May 2015.
- Regulation 213(1a) classifies an adult as a person over the age of 14 years, or taller than 1.5 metres.
- Regulation 213(1b) classifies a child as a person between the age of 3 and 14 years, except where such person is taller than 1.5 metres, and an infant as a person below the age of 3 years old.
- Regulation 213(6) stipulates that **'The driver of a motor vehicle operated on a public road shall ensure that a child seated on a seat of the motor vehicle—**
  - (a) where it is available in the motor vehicle, uses an appropriate child restraint; or**
  - (b) if no child restraint is available, wears the seatbelt if an unoccupied seat which is fitted with a seatbelt is available.'**

# Related Legislative Mandate



- Regulation 213(7) stipulates that ***'If no seat, equipped with a seatbelt is available in a motor vehicle the driver of the motor vehicle operated on a public road shall ensure that a child shall, if such motor vehicle is equipped with a rear seat, be seated on such rear seat.'***
- Regulation 213(8a) stipulates that ***'A seatbelt shall comply with the standard specification SABS 1080 "Restraining devices for occupants of adult build in motor vehicles (Revised requirements)" and bear a certification mark or approval mark.'***
- Regulation 213(8b) stipulates that ***'A child restraint shall comply with the standard specification SABS 1340 "Child restraining devices in motor vehicles" and bear a certification mark or approval mark.'***
- Furthermore, Regulation 213(11) stipulates that ***'The driver of a motor vehicle shall ensure that all persons travelling in such motor vehicle shall wear a seat belt as contemplated in this regulation.'***

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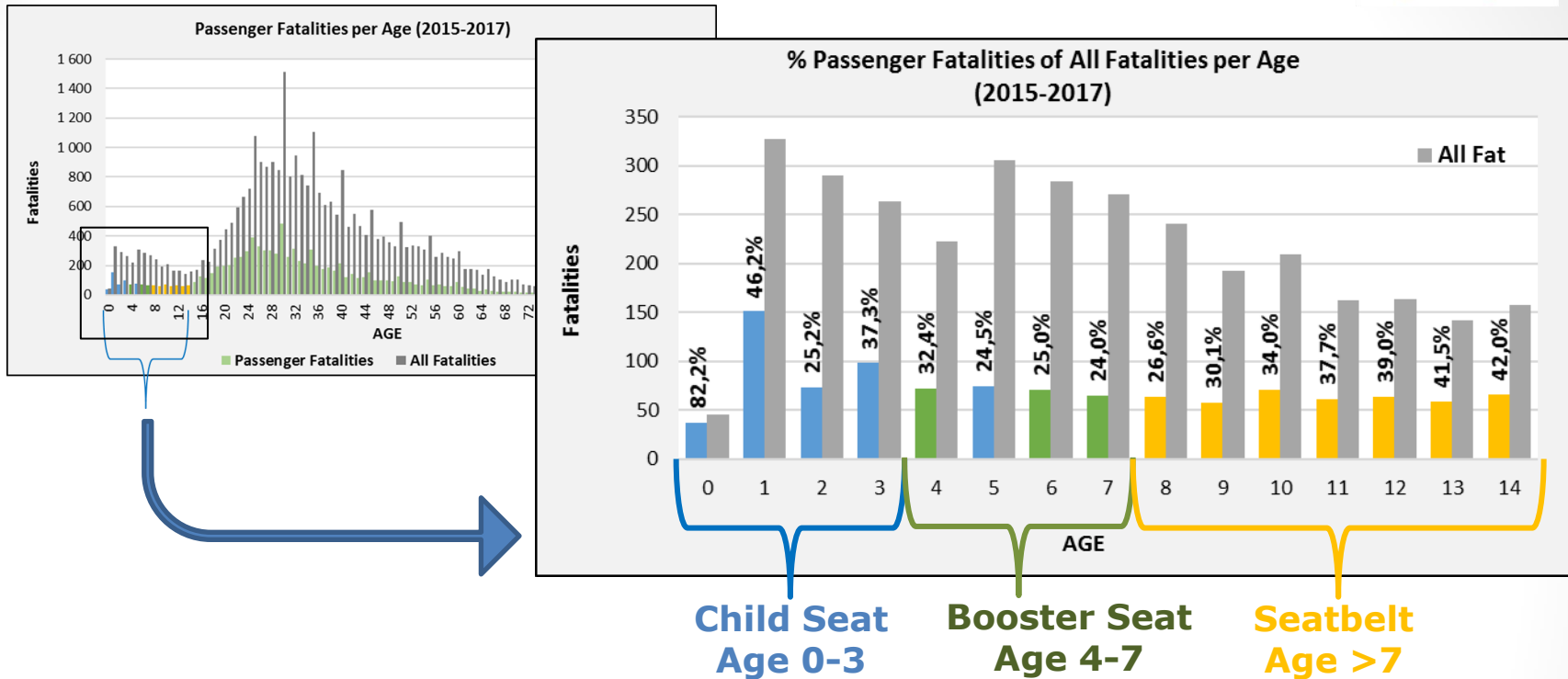
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# Challenges



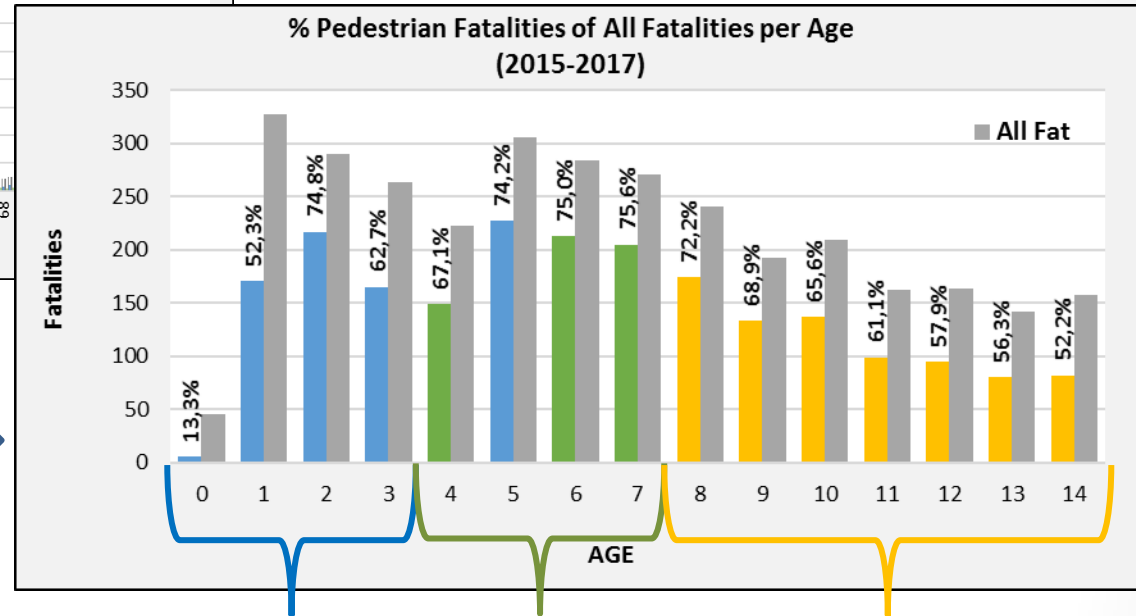
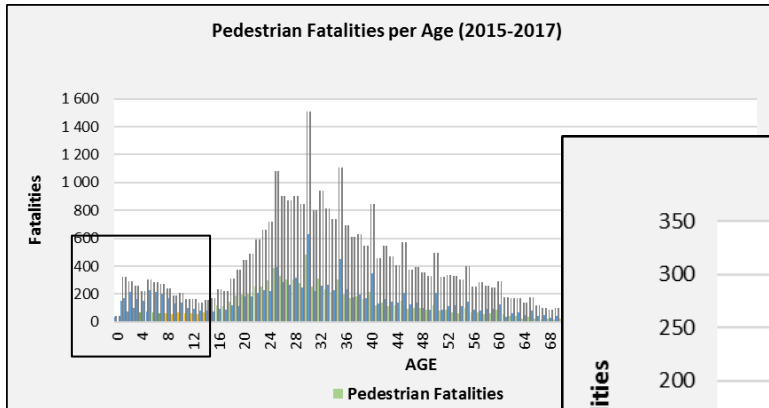
- Fragmentation and capacity limitation in Road Safety Areas:
  - Enforcement, Research, Engineering, Road Safety Practitioners
- Fragmented data management systems
- Effective Monitoring and Evaluation mechanisms
- Age 0-14 = 10,6% of All Fatalities
  - Next two Slides provides breakdown Pedestrian and Passenger Fatalities Ages 0-14

# Statistics (Passenger 2015-2017)



- Passenger Fatalities aged 0-3: 38.8% of all fatalities aged 0-3
- Passenger Fatalities aged 4-7: 26.8% of all fatalities aged 4-7
- Passenger Fatalities aged 8-14: 33.1% of all fatalities aged 8-14
- Passenger Fatalities aged 0-7: 5.9% of all Pedestrian fatalities

# Statistics (Pedestrian 2015-2017)



- Pedestrian Fatalities aged 0-3: 60,4% of all fatalities aged 0-3
- Pedestrian Fatalities aged 4-7: 72,5% of all fatalities aged 4-7
- Pedestrian Fatalities aged 8-14: 65,3% of all fatalities aged 8-14
- Pedestrian Fatalities aged 0-7: 9,8% of all Pedestrian fatalities



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# Opportunities



- Transport Education Training Authority (TETA)
  - MOU creates opportunity to develop child road safety programmes
- Programme with Interfaith Groups
- Junior Traffic Training Centres (JTTC)
- Scholar Patrol
- National Road Safety Research Forum (NRSRF) established
- Community Structure involved in Road Safety
- Education - Curriculum Deployment

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# Partnerships



- Department of Basic Education
- Kasi Road Safety
- Various MOUs inter alia with CSIR / SAMRC / STATSSA / UNISA

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# Conclusions

- South Africa has a strong legislative framework regarding child safety.
- Development of programmes focussed on child safety and regular engagement through workshop ensures effective implementation.
- Road Safety is everybody's responsibility, working together with Public, Private, NGOs and CBOs will go a long way.



THANK YOU