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Introduction

- 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
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%.
• 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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Challenges

• Fragmentation and capacity limitation in Road Safety Areas:
  o Enforcement, Research, Engineering, Road Safety Practitioners

• Fragmented data management systems

• Effective Monitoring and Evaluation mechanisms

• Age 0-14 = 10.6% of All Fatalities
  o Next two Slides provides breakdown Pedestrian and Passenger Fatalities Ages 0-14
• 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