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## **BOARD OF DIRECTORS**



**Ms Nomini Rapoo**Chairperson



Mr Japh R. Chuwe Registrar/Chief Executive Offcer



Dr Zethu Qunta Member of the Board



Mr Ben Matinise

Member of the Board



Adv Xolisile Kanyile Member of the Board



Mr Bryan Chaplog Member of the Board



Prof Job Mokgoro

Member of the Board



Adv ML Bilikwana Company Secretary

## RTIA EXECUTIVE MANAGEMENT



**Ms Palesa Moalusi** Chief Financial Offcer



Mr Thabo Tsholetsane Chief Operating Offcer



Mr Gerrie Botha
Specialist Technical Advisor to
the Registrar



Ms Keobakile Pooe

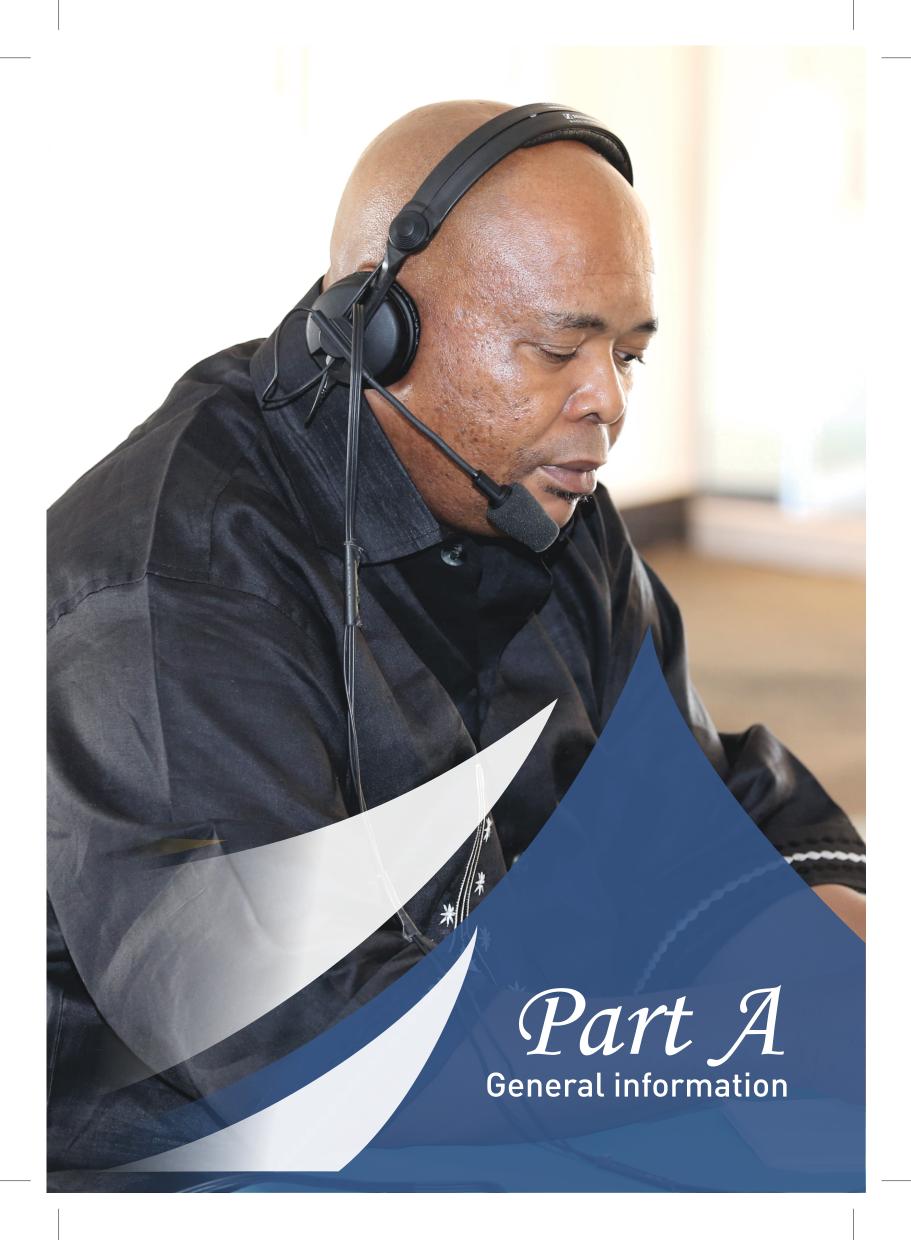
Executive Manager : Audit & Risk



Dr Hlengani Moyana Senior Executive Manager: Information Management



Mr Jacob Mmekoa
Head: Corporate Strategy
& Reporting



## 1. PUBLIC ENTITY'S GENERAL INFORMATION

REGISTERED NAME: Road Traffic Infringement Agency (RTIA)

REGISTRATION NUMBER (if applicable): Not applicable

PHYSICAL ADDRESS: Waterfall Edge B

**Howick Close** 

Waterfall Park

**Bekker Road** 

Midrand

POSTAL ADDRESS: P O Box 6341

**Halfway House** 

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TELEPHONE NUMBER/S: +27 87 285 0500

FAX NUMBER: +27 86 620 7836

EMAIL ADDRESS: info@rtia.co.za

WEBSITE ADDRESS: www.rtia.co.za

**EXTERNAL AUDITORS:** Auditor General of South Africa

BANKERS: Standard Bank of South Africa

COMPANY / BOARD SECRETARY Adv. MLT Bilikwana

## 2. LIST OF ABBREVIATIONS/ACRONYMS

AARTO/(Act)	Administrative Adjudication of Road Traffic Offences (Act)
AARTO 01	Infringement notice completed by hand at the roadside and served in person
AARTO 02	Infringement notice completed electronically at the roadside and served in person or by registered mail
AARTO 03	Infringement notice for camera and other infringements served by registered mail
AARTO 03a	Notice served by registered mail to operator in terms of an AARTO 01 for vehicle fitness infringements
AARTO 03b	Notice served by registered mail to the owner of a vehicle in terms of an AARTO 31 notice in respect of an unattended vehicle
AARTO 04	Notification to pay in instalments
AARTO 05a	Acknowledgement of receipt of notification to pay in instalments
AARTO 05b	Acknowledgement of receipt of nomination of driver or person in control
AARTO 05c	Acknowledgement of receipt of representation
AARTO 05d	Acknowledgement of receipt of election to be tried in court
AARTO 05e	Acknowledgement of receipt of application for the revocation of enforcement order
AARTO 06	Confirmation of instalment arrangement
AARTO 07	Nomination of driver or person in control of vehicle
AARTO 08	Representation
AARTO 09a	Notification of result of representation – successful on all charges
AARTO 09b	Notification of result of representation – unsuccessful on all charges
AARTO 09c	Notification of result of representation – successful on main charge/s – unsuccessful on alternative
AARTO 10	Election to be tried in court
AARTO 12	Courtesy Letter
AARTO 13	Enforcement Order
AARTO 14	Application for revocation of Enforcement Order
AARTO 15	Notification of result of application for revocation of Enforcement Order

AARTO 20 Receipt of payment

AARTO 31 Infringement notice completed by hand at the roadside and placed on the

vehicle in respect of an unattended vehicle

AARTO 32 & 32a Record of particulars of an offence issued at the roadside

AARTO 33 Notice of a summons to be issued for a traffic offence

AARTO 33a Notice of a summons to be issued to an operator for a traffic offence

AGSA Auditor General of South Africa

AMIP AARTO Master Implementation Plan

BBBEE Broad Based Black Economic Empowerment

ANTT AARTO National Task Team

CFO Chief Financial Officer

CL/s Courtesy Letter/s

CPA Criminal Procedure Act

DLTC Driving Licence Testing Centre

DoJ & CD Department of Justice & Constitutional Development

EFT Electronic Funds Transfer

eNaTIS/NaTIS National Traffic Information System

EO/s Enforcement Order/s

EXCO Executive Committee of the RTIA

FAR Fixed Asset Register

GRAP Generally Recognised Accounting Practise

GDoCS Gauteng Department of Community Safety

IA/s Issuing Authority/ies

IT Information Technology

JMPD Johannesburg Metropolitan Police Department

MEC Member of Executive Council

MOU Memorandum of Understanding

MTEF Medium Term Expenditure Framework

NCR National Contraventions Register

NDOT/DoT National Department of Transport

NRTA National Road Traffic Act

NRTLEC National Road Traffic Law Enforcement Code

NT National Treasury

PDS Points Demerit System

PFMA Public Finance Management Act

PPP Public Private Partnerships

PrDP Professional Driving Permit

RO/s Representation Officer/s

RTIA Road Traffic Infringement Agency

RTMC Road Traffic Management Corporation

RSA Republic of South Africa

SAPO South African Post Office

SAPS South African Police Service

SCM Supply Chain Management

SLA Service Level Agreement

SMME Small Medium and Micro Enterprises

SWOT Strengths, Weaknesses, Opportunities and Threats

TMPD Tshwane Metropolitan Police Department

TOR Terms of Reference

TR Treasury Regulations

UNDoARS United Nations Decade of Action for Road Safety

VTS Vehicle Testing Station

## 3. STRATEGIC OVERVIEW

#### 3.1. Vision

RTIA's vision is to have an informed, compliant and safe road user community.

### 3.2. Mission

The Agency's mission is to encourage compliance with road traffic laws in South Africa through:

- targeted road user and community education and communication programmes;
- > promotion of procedurally fair, lawful and reasonable administrative adjudication;
- levying of penalties;
- > imposing demerit points;
- effective administration and management of the suspension and cancellation of driving licences and operator cards; and
- > rewarding compliant road users.

#### 3.3. Values



## 3.4. Strategic outcome orientated goals

- 1.4.1 Enforce compliance by penalising the contravention of road traffic laws.
- 1.4.2 Enforce payment of penalties
- 1.4.3 Change the behaviour of road users
- 1.4.4 Administration and Resourcing of the Agency
- 1.4.5 Increase access to AARTO information
- 1.4.6 Establish and strengthen strategic partnerships for road safety
- 1.4.7 Finalise preparations for AARTO rollout

#### 4. LEGISLATIVE AND OTHER MANDATES

The Road Traffic Infringement Agency, RTIA, is established through an Act of Parliament; AARTO Act (No. 46 of 1998). It is an entity of the Department of Transport with the Honourable Minister as a Shareholder and Executing Authority, and is listed as a Schedule 3A Public Entity under the Public Finance Management Act, 1999 (Act No. 1 of 1999).

In line with provisions of the AARTO Act, RTIA is an independent adjudicator designed to provide an administratively fair and just system for road traffic law infringement, which seeks to uphold the rights of the alleged infringer whilst upholding compliance to South African road traffic laws and regulations. It is further mandated to facilitate for:

- Implementation of community educational and awareness programmes aimed at enhancing voluntary road traffic law compliance and behavioural change
- Facilitate for payment of penalties imposed as a result of road traffic law infringements and facilitate for road traffic law infringers to make representations
- Establish a procedure for the effective and expeditious adjudication of infringements; to alleviate road traffic law prosecution administrative burden on the judiciary
- Decriminalise road traffic law infringement, penalise infringers and reward rehabilitated motorists through administration of a points demerit system
- Establish an administrative authority responsible for implementing the road traffic law infringement administrative adjudication process, manage the national contravention register as well as coordinate allocations of infringement authorities through a dedicated AARTO bank account.

#### 4.1 Legal developments

## 4.1.1 Relevant court rulings

A 2012 Durban High Court ruling has a direct legal impact on the functioning of the Agency and will influence to a greater degree the way in which the RTIA will execute its mandate is in the matter of *Cecil Schickerling vs. Pieter Odendaal Kitchens.*. The Court concluded that a summons may be served on a defendant using the inbox of his Facebook account as all other methods of securing his attendance in court had failed. The ruling was brought about by the amendment to the court rules for the High Courts since 27 July 2012. One of the changes being an extension of Chapter 3 of the Electronic Communications and Transactions Act, 2002 (Act No. 25 of 2002), for service of court documents on litigants by email or fax. Notwithstanding that these were exceptional circumstances in the case; the decision influences the manner of service for courtesy letters and enforcement orders. Such a legislative development has influenced the Agency to embrace technological developments through the inclusion of various electronic platforms for the service of documents to be effected efficiently in the AARTO environment.

#### 4.1.2 Observations on the service delivery environment for AARTO

The RTIA is depicted as an independent adjudicator and an administrative authority for implementing AARTO as outlined in the AARTO Act (No. 46 of 1998). In the AARTO service value chain, RTIA's role emerges after a road traffic law infringement has been committed and detected by the enforcement authorities. In essence, the role played by RTIA centers on the need to correct the infringing behaviour through institution of remedial measures such as monetary punishment, reduction and or total seizure of driving privileges. Inherently, the action bears economic implications on the infringers' socio-economic context whose impact may vary depending on a myriad of factors.

True to its status of being the "nurturing arm of the state", beyond administration of punitive measures for infringement of road traffic laws as a behavioural corrective intervention, RTIA's role transcends to being an institution of infringer rehabilitation and motorist awareness programmes. Such measures are meant to invoke an increased sense of self-awareness and responsibility amongst motorists and other road users in South Africa in a bid to encourage a new ethos on our roads.

RTIA's legislative mandate, born with the promulgation of the AARTO Act, or what is also known as the Demerit System for Traffic Offences & Road Safety which is aimed at addressing what is deemed to be the "lawlessness of South African motorists" through expressly reducing the incidents of road traffic law offence. This comes as a response to statistical indicators which point that 95% of road crashes occur after a direct infringement or a road traffic law or regulation by one or two of the motorists involved in a crash. For South Africa, a country tormented by no less than 40 road crash deaths and 30 road crash serious injuries daily, a legislative system in the form of the AARTO Act or the Demerit System for road traffic offences and road safety presented an appropriate administrative intervention to decisively address the growing disregard for road traffic rules and regulations as well as the imperturbable demeanour towards human life.

A number of interest groups such as Justice Project South Africa, SAVRALA, SAIA reflect an opportunity of support for the roll-out, with emphasis placed on ensuring systemic and operational discrepancies. It is for this reason that the RTIA has been focusing on addressing technical, systemic and human resource needs as part of facilitating for the country's readiness to implement AARTO through Issuing Authorities.

Illustrative of South Africa's political commitment towards addressing the astonishingly high rate of road deaths and injuries, which is estimated at about R40 billion of the country's annual budget and R200 billion on the economy; the AARTO Act was promulgated into law in 1998. It is emulated from practises by leading road safety and security countries such as Australia and the United Kingdom with the following key objectives:

## 4.2 Objectives of the AARTO Act and the Point Demerit System

- To promote road traffic quality by providing for a scheme to discourage road traffic contraventions
- To facilitate the adjudication of road traffic infringements
- To support the prosecution of offences in terms of the national and provincial laws relating To road traffic, and implement a points demerit system
- To provide for the establishment of an agency to administer the scheme
- To provide for the establishment of a board to represent the agency
- and to provide for matters connected therewith.
- Removing routine traffic offences from overcrowded court roles
- Enabling drivers and traffic officers to verify offences via information stored in the National Traffic Information System (NaTIS) system
- Encouraging better driver behaviour and taking reckless, illegal or fraudulent drivers off
   South Africa's roads

#### 4.3 AARTO's socio-economic and cultural environment

Designed into law in September 1998, the Administrative Adjudication of Road Traffic Offences Act was piloted in Tshwane and Johannesburg Metropolitan areas. Since 2007, the point demerit system was delayed pending, amongst other reasons, a feasibility study and an assessment of technological requirements, law enforcement criteria and an analysis of human resources needed to ensure the successful implementation of the system and the Act as a whole.

As a response to the above cited feasibility study, RTIA is implementing interventions through the AARTO Master implementation Plan (AMIP) which seeks to provide support and guidance to Issuing Authorities and all other affected primary stakeholders to be operationally geared towards inception of AARTO in their respective jurisdictional areas. To this end, the AMIP, driven through a AARTO National Task Team is looking at interventions aimed at:

- Imparting skills, availing resources and technologies to RTIAs implementing partners which are in the AARTO and demerit system value chain;
- Enhance integrity of the system, accessibility, convenience and adaptability in order to enhance compliance and payment of fines; and
- Rally stakeholder buy-in and inspire change especially amongst those at the coal-face of service delivery

Appreciative of the South African motorist, the primary customer of the AARTO roll-out, as a technologically savvy, insightful, intelligent and mobile customer, the back office system readiness as well as availability of a comprehensive and adaptable information management system cannot be outlined emphatically enough as a key determinant of success for the roll-out project.

#### 4.4 AARTO stakeholder arena

Other key stakeholders such as insurance companies and fleet management companies generally reflect a willingness to see through the implementation of the AARTO Act and the demerit system as a reasonable and decisive intervention to address safety on our roads. Such eagerness to implement the programme is especially due to the impact of the economic cost related to road crashes in as far as it creates delays and bottleneck which indirectly affect the level of profitability and cost of doing business in South Africa.

It is important to note that the business sector still perceives AARTO as an administratively burdensome and complicated system albeit the willingness to comply with it. To address this concern, RTIA continues to provide training and collaborate with stakeholders on management of AARTO and general traffic fines to ease the time and cost of doing business under the AARTO legislative environment.

AARTO training provides formal education and awareness creation to help industry players and fleet owners to have an in-depth understanding of the AARTO Act and the obligations it places on them as operators and individual motorists.

RTIA is strengthening this aspect of its service-offering with the aim of harnessing voluntary compliance to AARTO as well as ease of access for processing outstanding infringement notices. Not only do such efforts help position RTIA as a trusted authority for the AARTO programme which the customer (motorists, individual and corporate infringers) can rely upon, this goes a long way in empowering the motorist to take charge of their own behaviour.

The continued pilot of the AARTO Act leads to uneven penalties being applied across the country for similar or same traffic offences. In some instances, under the AARTO jurisdictional areas, a courteous consideration for addressing the alleged infringer's behaviour may not be enjoyed by another would-be infringer of the same regulation in a different area which may still be applying the CPA provisions which would lead to an acquisition of a criminal record. It is thus the Agency view that the promulgation of the AARTO Amendment Act should be expedited to ensure a uniform application of traffic offenses administration across the country.

#### Mandate and Functions

The mandate of the RTIA stems from the founding Act which highlights its objects as follows, despite the Criminal Procedure Act, 1977 (Act No. 51 of 1977):

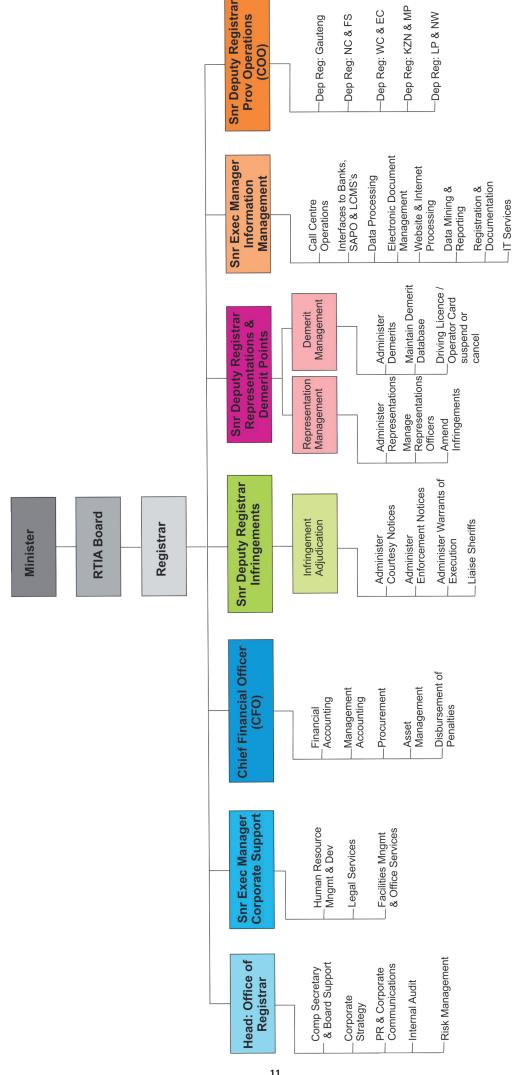
(a) To encourage compliance with the national and provincial laws and municipal by-laws relating to road traffic and to promote road traffic safety;

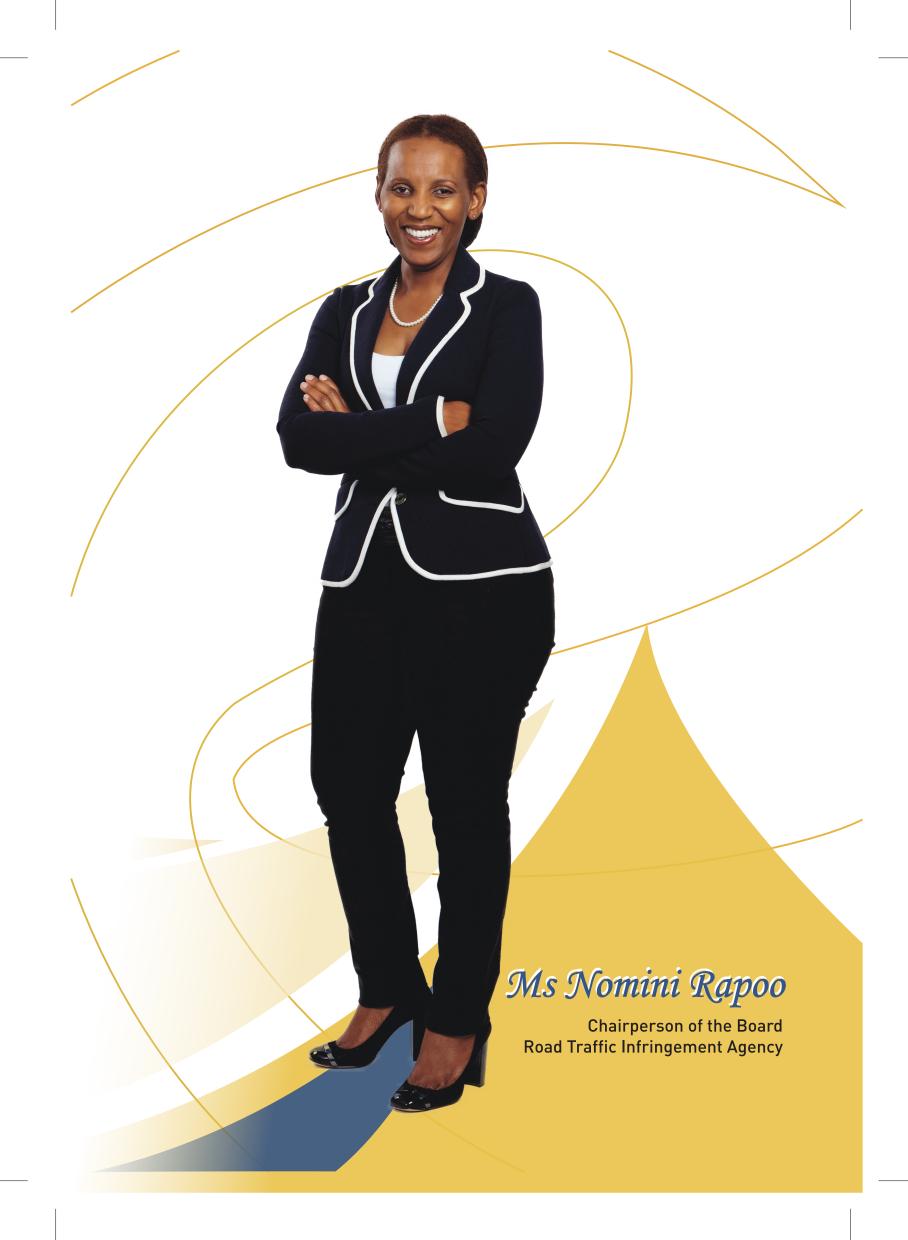
- (b) To encourage the payment of penalties imposed for infringements and to allow alleged minor infringers to make representations;
- (c) To establish a procedure for the effective and expeditious adjudication of infringements;
- (d) To alleviate the burden on the courts of trying offenders for infringements;
- (e) To penalise drivers and operators who are guilty of infringements or offences through the imposition of demerit points leading to the suspension and cancellation of driving licences, professional driving permits or operator cards;
- (f) To reward law-abiding behaviour by reducing demerit points where they have been incurred if infringements or offences are not committed over specified periods;
- (g) To establish an agency to support the law enforcement and judicial authorities and to undertake the administrative adjudication process; and
- (h) Strengthen co-operation between the prosecuting and law enforcement authorities by establishing a Board to govern the agency.

Whereas all matters related to traffic violations were previously dealt with under the CPA, the establishment of the Agency and the full implementation of the AARTO Act, means that most of the traffic violations will be dealt with administratively. This is expected to help free the courts and judicial authorities to deal with more serious criminal matters.

## 5. ORGANISATIONAL GOVERNANCE

The organisational governance structure of the Agency which is shown below was approved by the Shareholder along with the Strategic Plan and Annual Performance Plan for the 2015/16 financial year.





## 6. FOREWORD BY THE CHAIRPERSON

#### Introduction

As the Chairperson of the Board of Directors of the Road Traffic Infringement Agency, it is my pleasure to present the Agency's Integrated Annual Report and Annual Financial Statements for the financial year ending 31 March 2016.

Being the first time that the Board was fully capacitated with the appointment of members to the new term with effect from 1 December 2014, the Board was invigorated and energised to continue in making the strides it had in the previous period. With additional members putting their hands on deck, the Board was committed throughout the year to ensuring the successful implementation of the approved strategic plan and budgets. Parallel with the aforementioned was to ensure that there is intensification in the monitoring of the control environment which led to the continuation of excellent audit performance by the Agency in the last four years. The Agency embarked earnestly on its stakeholder consultation program during the reporting period in preparation for its AARTO rollout. This was intensified through catalyst programmes such as the "Know your Traffic fine status" campaign and the AARTO Road Safety Ambassadors programme. We are furthermore deeply grateful for the active involvement of various stakeholders such as the Interfaith Movement, which has galvanised society to take road safety seriously through the progress of the 1 Million Signature Campaign that is geared at the Declaration of a National Prayer Day for Road Safety by Cabinet.

The Agency has objectively proven its full commitment to good governance through the achievement of yet another unqualified audit opinion for 5 years consecutively and stands firm to continue its upward trajectory that shows the value proposition that the Agency provides to the general South African populace. As the Agency becomes more mature and broadens its scope, we can only expect excellent performance and life-changing positive behavioural change in all road users and confirm the wisdom of the Executive in the support and leadership they provide to the Agency.

## High level overview of the strategy and performance

The proactive interventions and programmes implemented by the Agency have yielded tremendous achievement over the previous financial year. The Agency exceeded its projections for the collection of infringement penalties and fees by R200 million. Furthermore, the Agency continues to perform well in terms of its strategic objectives, having achieved good traction in all of them. This abodes well for the dispense of the Agency's mandate and making a positive impact towards increasing road safety in the country.

Pursuant to the goals of the *National Development Plan* and the *Global Plan for the Decade of Action for Road Safety 2011-2020*, the RTIA recorded a number of milestones in pursuit of meeting the intentions of these national and international development frameworks. The on-going review and implementation of the Strategic Plan responds to the *National Development Plan* and the *Global Plan for the Decade of Action for Road Safety 2011-2020*.

The Agency, through vigorous strategic planning workshops, went into lengths to truncate programmatic implications of the above frameworks as tabulated in the seven (7) Strategic Objectives.

The on-going process towards the promulgation of the amendment to the AARTO Act remains a critical step for the realisation of some of the major targets stipulated in the Strategic Plan. However, during the period under review, the Agency managed to achieve a significant number of milestones as summarised below.

One of the key achievement the Agency has recorded is an amount of R555 million (156.12%) against a target of R355.5million in the collection of unpaid infringement penalties and fees. In addition, the Agency served a total of 3 016 050 (130.59%) Courtesy Letters against a target of 2 309 580.

Furthermore, great strides were made in the Agency's intentions to reduce road fatalities. Our awareness programmes have been able to hold 9 out of 9 (100%) provincial outreach meetings on AARTO and road safety. The Agency exceeded its targets in terms of AARTO print media awareness programmes where 71 (295.83%) placements were made against a set target of 24.The Agency also flighted 184 AARTO and road safety community radio messages against the target of 48. A total of 195 AARTO electronic billboards advertisements were screened as opposed to the planned 144.

The Agency has acquired business tools and support systems to implement the information technology measures to bolster the effort to effectively achieve its set objectives. The robust and responsive information systems ensure that the head office will interface seamlessly with the regions and the Issuing Authorities as we prepare for the AARTO nation-wide roll-out.

As a response to the National Development Plan intentions to reduce national unemployment rate from 24.9% in June 2012 to 14% by 2020 and to 6% by 2030, the Agency implemented the youth and women owned enterprises programmes. In this regard, a total of 95 (105.56%) enterprises were established against the set target of 90.

Youth development, through our internship programme, remains one of our cornerstones in the quest to contribute towards meeting the intentions of the National Development Plan to create decent work. Through these initiatives we are able to position the Agency as an employer that provides an active learning environment for our youth so as to improve their employment prospects. To this end, we are proud to report that 12 interns joined the ranks of the Agency and we are certain that our little effort will enable them to acquire skills to make them employable in the economic life of our country.

In addition, in an effort to increase access to AARTO information, the Agency produced reports towards the establishment of a monitoring and evaluation system. An AARTO resource and call centre programme was successfully established and implemented.

## Strategic Relationships

True to its status of being the "nurturing arm of the state", beyond administration of punitive measures for infringement of road traffic laws as a behavioral corrective intervention, RTIA's role transcends to being an institution of infringer rehabilitation and motorist awareness programmes. These are meant to invoke an increased sense of self-awareness and responsibility amongst motorists and other road users in South Africa in a bid to encourage a new ethos on our roads.

As an entity mandated to oversee the implementation of the Points Demerit System which is part of the administrative management of the offending behavior amongst motorists, our operations impact the efficacy of our business to business players. On the one hand, RTIA is meant to influence a change in behavior of the motorists ensuring heightened compliance. Necessarily our relationship management and service offering must be satisfactory to both our business partners and our customers, i.e. motorists and road traffic law infringers.

In appreciation of the need to ensure enforceability of issued infringement notices, as well as compel change of behavior amongst road users, for the year under review, RTIA embarked on refining the Agency's Integrated Marketing and Communication Strategy in pursuit of customer experience enhancement and sustainable relationship management. The need to enhance public awareness and education about AARTO and the Agency's service offering forms part of our key priorities.

Earning the trust of the customers and the support of the communities in which we operate is essential if we are to win the battle against road user delinquency and poor compliance with road traffic laws.

We build trust through interactions with stakeholder groups primarily impacted by our core business and those that are essential for us to continue our business and discharge our mandate. We aim to be proactive, transparent and responsive to issues impacting our core business, our social/ transactional partners and the motorist community at large.

For the period under review, the Agency continued to strengthen the strategic partnerships with various stakeholders, such as the AARTO National Task Team, South African Local Government Association, Issuing Authorties, the United Nations Road Safety Collaboration and Monash University. These partnerships make a positive contribution in solidifying the Agency's contribution to road safety and will continue to be pursued for enhanced performance.

## Challenges faced by Board

Challenges that impacted the operational environment for the year under review was majorly a contractual dispute between the Agency and the South African Post Office (SAPO) which threatened to impact the enforceability of the infringement notices, courtesy letters and enforcement orders issued against non-compliant infringers.

It gives me much relief to report that the impasse which impacted the Agency's operational environment for months during the period under review has been addressed. SAPO and RTIA are instituting internal monitoring interventions to validate the service provided by SAPO against the set Service Level Agreement.

Our organisational capacity is largely dictated by the extent to which the Agency can attain the requisite personnel and level of expertise as outlined in its Strategic Plan. Thus the extent that this area of organisational support is yet to be addressed, the agility and responsiveness of the RTIA to address its operational obligations as well as legitimate expectations of the stakeholders and the shareholder gets affected.

As an entity responsible for facilitating for the national roll out of the AARTO Act, we have had a number of false starts" and "missed" roll-out dates over the years, since the promulgation of the AARTO Act which is inclusive of the point demerit system.

For RTIA, as well as for the shareholder these attract reputational risks and despondency from motorists as well as internal and external stakeholders directly affected by the Act. It is in appreciation of these challenges that we continue to appreciate the gains made by the Honourable Minister, Ms. Dipuo Peters and Deputy Minister Ms Sindisiwe Chikunga, to get the AARTO Amendment Bill through to Parliament as was achieved in the year under review.

## The year ahead

For the year ahead, the RTIA's focus will be on getting issuing authorities, provinces and the local sphere of government institutionally ready to implement the AARTO programme. Measures will be put into place to help facilitate for organisation readiness as well as training of personnel in the coal face of service delivery

More than ever before, a harmonious stakeholder relations environment towards harnessing administrative and political support for the national roll-out of AARTO is most required. Along with such positive atmosphere is the need to get the RTIA charged with the task of facilitating for national implementation of AARTO to be equipped with requisite skills and resources as well as strengthen its efforts towards raising public education and awareness about the AARTO service offerings.

Our control environment remains of key focus as we seek to continue building and strengthening brand recognition for the Agency. In some way, we intend to continue to work with all stakeholders in addressing the ills of our communities, and we understand road safety as one of these cornerstones.

The greatest enabler towards the achievement of our goals is our internal resources, and as we gear for the concomitant growth of the Agency, we are mindful that we continue to create a business that holds them captive and continues to attract the best civil service cadres into our fold.

## Acknowledgements / Appreciation

Allow me to express our heartfelt appreciation for the unwavering support and guidance that we, as an Agency continue to enjoy from the Honourable Minister Ms Dipuo Peters, MP, and Honourable Deputy Minister Ms Sindisiwe Chikunga, MP, as well as the Department of Transport. With their support, during the year under review, the AARTO Amendment Act made its way to Parliament. Getting the Amendment Act promulgated into law will go a long way in harmonising the country's administrative and legislative environments towards a uniformed management of road traffic offenses through the national AARTO roll-out.

The RTIA, through the National Task Team, is able to draw valuable insights from primary stakeholders such as Issuing Authorities, the local sphere of governance and other players in levelling the playing field in the run-up to the national AARTO implementation. We thus express a word of gratitude to our key stakeholders for the vigorous engagements and consultations we continue to have towards getting the country ready to receive the AARTO programme.

In October 2015 we implemented the inaugural National Prayer Day for Road Safety which we aim to have declared as one of the country's institutionalised days through the Million Signature Petition towards promotion of broad public awareness and activism against driver delinquency. At the forefront of the Million Signature Petition towards a declaration of a National Prayer Day on road safety, is the Interfaith Movement which is the backbone of the Agency's civic society mobilisation towards changing the behaviour of our road users.

One can never complete this section without acknowledging the efforts of all the Agency staff who always work tirelessly in ensuring that the entity performs optimally to execute its mandate; whilst individual managers also keeping their line functions focussed on the task at hand even under trying conditions. I wish to also express gratitude to my fellow Board members who have stayed committed to the cause and always gave unselfishly of their wisdom, expertise and time.

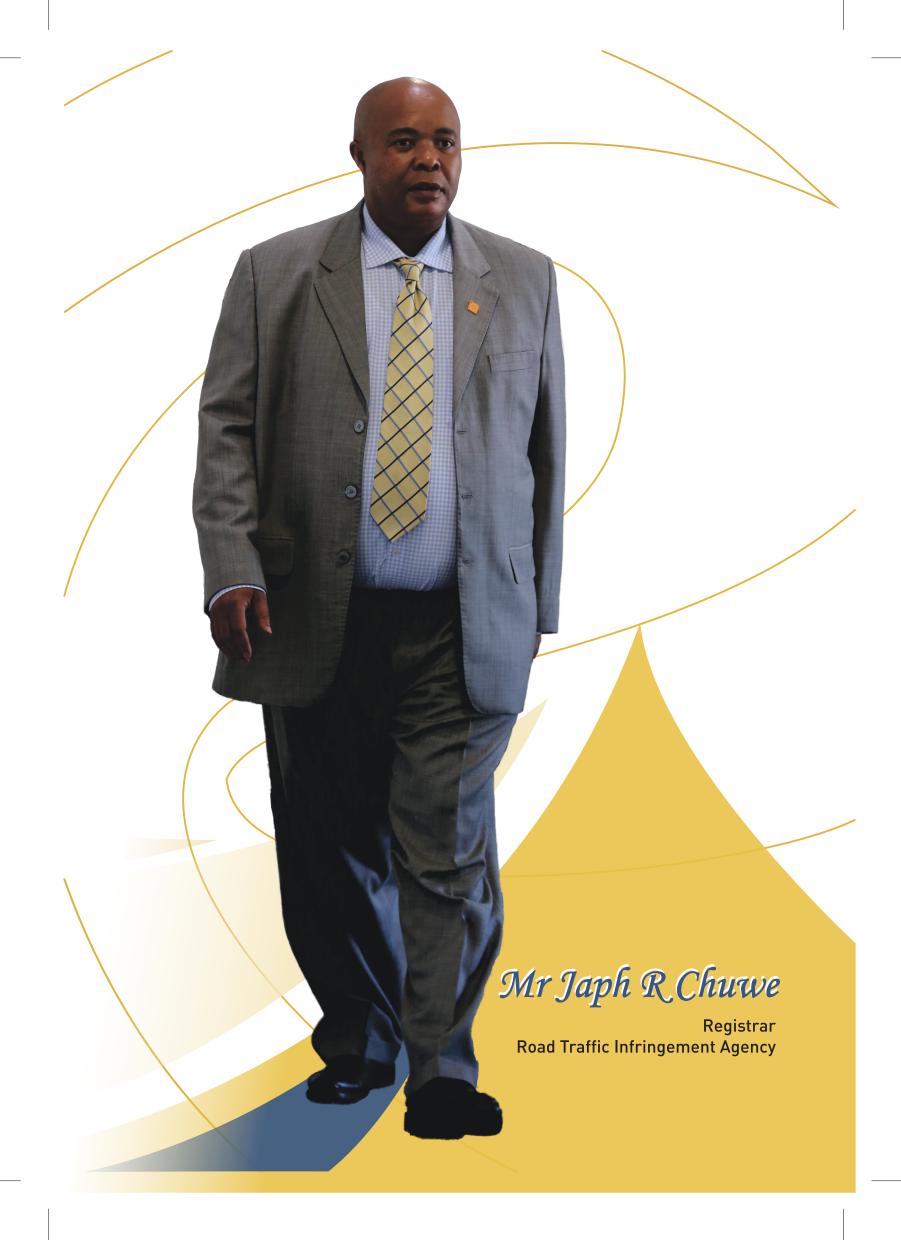
## Conclusion

On behalf of the Board of Directors of the RTIA I would like to state that the year under review was one filled with a lot of excitement. Our performance rating displayed on this report card is living testimony of that commitment. There is no doubt that the future of the RTIA is bright and full of hope. We will continue to derive more joy from our work as we implement AARTO across the country in the next financial year.

Ms Nomini Rapoo Chairperson of the Board

**Road Traffic Infringement Agency** 

Date: 2016 - 07 - 31



#### 7. REGISTRAR'S OVERVIEW

#### General financial review of the public entity

In spite of the operational environment disruptions occasioned by a service level agreement impasse between SAPO and RTIA for registered mailing services, the Agency's Infringement Revenue in the year under review improved by 97.5% compared to 2014/15 financial year. RTIA attributes this remarkable stride to the maturing relations that we continue to enjoy with our transactional partners in terms of improving operational efficacy against non-payment of traffic fines.

RTIA expanded its traffic pay-points by about 2066 during the year under review, thereby enhancing ease of access to AARTO services and empowering infringers to own up and take charge of their profiles. Increasingly, the Agency's efforts to enhance public education and awareness campaigns such as "Know your traffic fine status" campaign which continues to track infringers where they are has paid off.

The surplus for the period remains favourable as a result of prudent spending. The Agency's cash flow and going concern position remained favourable throughout the year placing the Agency in a good position to advance its mandate.

## Spending trends of the public entity

Consistent with the pride we take in meeting our targets on filling funded vacancies, our salary bill has grown exponentially owing to the number of new expertise and resources we have acquired during the 2015/16 financial year. As much as the costs of staff has grown, the Agency has implemented a cautious strategy of recruitment, to be in line with the envisaged rollout date and this item is expected to increase rapidly in order to timeously and fully capacitate the Agency to support the national rollout when it is embarked upon.

#### Capacity constraints and challenges facing the public entity

The capacity constraints faced by the entity was brought about by the levels of human capital. This is especially pronounced and results in the Agency having to align the recruitment of various personnel with the pronouncement of the AARTO national rollout after the Amendment Bill has been promulgated by Parliament. Whilst the volume of transactions increase, the Agency's capacity needed to be matched against what would be in the best interest of oparations. given a tight fiscal environment.

#### Discontinued activities / activities to be discontinued

The RTIA's mandate is very clearly captured in its founding legislation and there are no activities that have been or are planned to be discontinued in the foreseeable future.

## New or proposed activities

By way of supporting the expansion of the Agency's footprint in line with preparations for running a country-wide implementation of the AARTO Act, RTIA established an Enterprise Development Function. This does not only respond to the need to contribute to job creation and emancipation of the vulnerable and designated groupings as outlined in the National Development Plan, but RTIA presents its Enterprise Development Function as a tool for expanding the Agency's footprint, enhancing access to the Agency's services through transferred risk mitigation. To this end, 95 enterprise development operators are undergoing incubation. The above cited enterprises will see RTIA providing services such as in-loco inspections, public education and awareness, mobile AARTO services/kiosks, personal services and others provided through community based enterprises owned by women, youth and people living with disabilities.

On the organisational re-alignment front, RTIA is undertaking an organisational review process to ensure improved coordination and alignment of its functions towards creating an agile and efficient organisation. With the AARTO Mobile Offices, we aim to reach rural and peri-urban areas of the country with education and awareness campaigns, as well as the full suite of the Agency's service offering within easy reach of communities in order to increase road safety and make compliance easy.

Through the enterprise development platform, the RTIA aims to roll-out its programmes, including educational and empowerment initiatives, service of documents, as well as marketing and communications to increase our successful service delivery.

## Requests for roll over of funds

For the year under review, RTIA realised a cash surplus of R167 million as at the end of March 2016. The cash surplus will be essential in assisting the entity to provide for the National roll-out of AARTO as well as in serving Courtesy Letters and Enforcement Orders through diverse and more efficient platforms to meet the changing expectations and needs of our modernising customers. It is against this background and strategic intent that National Treasury approved the RTIA's request for the retention of the surplus funds at the end of the financial year.

## Supply chain management

With the increased capacity and the growing needs of the Agency, the Supply Chain Management Unit found itself short staffed to handle the sharp increase in demand from the Agency's internal units, thus initially leading to longer lead times in executing procurement needs. The Agency thus timeously embarked on the recruitment to increase the capacity of the supply chain management function in order to alleviate the challenges experienced. The required supply chain policies enabled the RTIA to implement an internal system of control that is fair, transparent, objective and compliant to supply chain management prescripts.

## Unsolicited bid proposals for the year under review

There were no unsolicited bid proposals concluded by the RTIA for the period under review. All procurement under-taken was as a result of following the published open bid or quotation process, depending on the nature and value of the goods and services procured.

#### SCM processes and systems

The increased capacity on the Agency brought unintended consequences in the form of increased demands from various units, thus stretching the Supply Chain Management Unit and leading to longer lead times in executing procurement needs. The Agency thus timeously embarked on the recruitment to increase the capacity of the supply chain management function in order to alleviate the challenges experienced.

This supply chain management system to effect the procurement of goods and services follows the prescribed processes and prescripts as determined by National Treasury. These processes and prescripts include, *inter alia*, the establishment, composition and functioning of bid specification and evaluation committees; the adjudication of bids through a bid adjudication committee; as well as by evaluation of competitive quotations.

## Resolving challenges experienced

The impact of the protracted strike by postal workers had a negative impact on all the key roleplayers, from the Issuing Authorities to the Agency, which resulted in a significant decrease in the number of Infringement Notices, Courtesy Letters and Enforcement Orders that could not be served for the full duration of the financial year. Due to continuous engagements, at the close of the financial year, the Agency entered into negotiations with the post office to clear the technical issues around service of notices. In order to alleviate the burden of the high cost of service, the RTIA developed the legislative amendments which would allow for electronic service of documents in addition to the traditional methods, as well as the increase in the infringement penalty values and submitted them to the Department for consideration and the Minister's approval for gazetting. These interventions are expected to be finalised in the upcoming financial year through the promulgation of the AARTO Amendment Bill by Parliament.

#### Audit report matters in the previous year and how they were addressed

The RTIA is proud to continue its legacy of good administration through the acquisition of an unqualified opinion from the Auditor General for 5 consecutive years. Part of this good performance is as a result of the Agency prioritising and tracking all of the audit findings raised on the Auditor General's management letter and regularly addressing them through monthly monitoring implementation progress by management and reported at the Audit and Risk Committee as well as the Board.

#### Outlook/ Plans for the future to address financial challenges

Pursuant to the objective of firmly entrenching the Agency's financial sustainability, the Agency commissioned a study of behavioural economics to analyse the payment patterns of infringers and to identify best practises as well as replicating the positive interventions therefrom. Furthermore, legislative amendments have been included in the AARTO Amendment Bill, in order to ensure the financial sustainability of the Agency as well as all Issuing Authorities in preparation for the national rollout.

The Agency is also making tremendous in-roads with the establishment and strengthening of strategic partnerships for road safety, which would translate into the sustainable investment for the Agency's programmes and mandate.

### Events after the reporting period

There were no significant events that occurred after the reporting period.

#### **Economic Viability**

The RTIA is fully confident that its business case and operating model, together with the interventions made, are sufficient to confirm its financial viability and continued sustainability. Through pro-active and strategic partnerships pursued, the Agency enjoys support from the Department of Small Business Development and the Transport Education Training Authority

(TETA) for capital support towards the strategic projects we intend to roll out from the 2016/17 financial year. These include the mobile AARTO offices, the enterprise development projects as well as promotion of road safety for school going youth and vulnerable road users through simulated driver training programmes.

The Agency's continued efforts towards improving our revenue collection and traffic penalty compliance methods continue to exhibit remarkable success. The 97% improvement rate on revenue collection is living proof of this assertion.

The most important contribution that the RTIA envisages to make will be evidenced through the reduction of non-compliant behaviour, thereby resulting in significant cost saving for the country, such as the following in particular:

- A downward trend will be experienced with the reduction in payments by the Road Accident Fund to victims of road crashes;
- Social services clusters will experience a reduction in the grants provided to victims and dependants of victims of road crashes, especially orphans and widows/widowers;
- There would be better and increased productivity in the country as a result of the decrease in road crashes and disruptions to businesses and social life; and
- There would be an increase in life expectancy through the protection of the country's most valuable assets, as a result of reduced crashes and increased compliance to road traffic laws.

## Acknowledgements and Appreciation

The Agency steadfastly remained focussed on achieving its mandate despite seemingly insurmountable challenges in its short years of existence through the commitment and fortitude of a multi-disciplinary team of capable people. My sincerest appreciation to the Board and its Committees, led by a capable and experienced Chairperson, Ms Nomini Rapoo, the executive management and staff for their loyalty and passionate dispense of their mandate.

My utmost respect and gratitude goes to the Honourable Minister of Transport, Ms Dipuo Peters, MP and Honourable Deputy Minister Sindisiwe Chikunga, MP for their sterling leadership and continued support, the admirable vision and foresight they have in leading *Team Transport* to greater heights. With your leadership, we are confident that we shall achieve our mandate of a safer road transport environment and the goals of *"The Decade of Action for Road Safety 2011–2020"* that our country has committed to.

## Important information for users of the Annual Financial Statements

The RTIA administers the AARTO function in terms of its founding legislation, the AARTO Act 1998 and performs its duties for the effective implementation thereof. In this role, it carries the responsibility of enforcing compliance to all road traffic laws, including the collection of outstanding revenue and the disbursement of the related receipts thereof to the originating Issuing Authorities.

In the prior two consecutive years, the Agency had subjected the confirmation of effective management of the AARTO function and its related bank accounts to an *Agreed Upon Procedures which is a report prepared in terms of ISRS 4400.* This is a factual findings report which does not provide the required assurance of the financial information. The agreed upon procedures were carried out in line with the Municipal Finance Management Act audit cycle.

In the exercise of its fiduciary responsibility, dispensed in terms of section 14(3) of the AARTO Act, the Agency determined it best to subject the administration of the AARTO function and its related bank accounts to a full statutory audit, to obtain reasonable assurance on the state of the affairs of the function. This will provide more useful information to users of the financial statements as the auditor asserts whether the financial statements fairly present the financial affairs of the Agency. Presentation of the disclosure has been made under the Annual Financial Statement section, note 8 and 18 respectively.

During the period from 1 April 2015 to 31 March 2016, an amount of R264 million was disbursed to various stakeholders. By 31 March 2016, an amount of R115 million was payable. The payable amount would be funded from the closing bank balance of R110 million and receivables of R116 million. These receivables consist of infringement revenue due from the Collecting Authorities.

Note 16 of the financial statements discloses irregular expenditure to the tune of R959,541.00. The irregular expenditure was incurred as a result of acquiring services through written price quotations instead of a full bidding process. The process provided for in the Agency's procurement policy as well as the National Treasury prescripts were followed, with the acquisition approved as a deviation on the basis of urgency. The irregular expenditure was presented to the Audit Committee and the Board, which ultimately the Board condoned as there was good value acquired by the Agency and no loss whatsoever was incurred. Management and the Board therefore exercised their fiduciary responsibilities in terms of the PFMA and applicable governance prescripts.

Mr Japh R Chuwe

Registrar

**Road Traffic Infringement Agency** 

Date: 2016 - 07 - 31

8. Statement of responsibility and confirmation of accuracy for the annual report

To the best of my knowledge and belief, I confirm the following:

All information and amounts disclosed in the annual report is consistent with the annual financial

statements audited by the Auditor General.

The annual report is complete, accurate and is free from any omissions.

The annual report has been prepared in accordance with the guidelines on the annual report as

issued by National Treasury.

The Annual Financial Statements (Part E) have been prepared in accordance with the GRAP

standards applicable to the public entity.

The accounting authority is responsible for the preparation of the annual financial statements and

for the judgements made in this information.

The accounting authority is responsible for establishing, and implementing a system of internal

control has been designed to provide reasonable assurance as to the integrity and reliability of

the performance information, the human resources information and the annual financial

statements.

The external auditors are engaged to express an independent opinion on the annual financial

statements.

In our opinion, the annual report fairly reflects the operations, the performance information, the

human resources information and the financial affairs of the Agency for the financial year

ended 31 March 2016.

Yours faithfully

Registrar

Mr Japh R Chuwe

Date: 2016 - 07 - 31

Chairperson of the Board

Ms Nomini Rapoo

Date: 2016 - 07 - 31



#### 1. OVERVIEW OF THE ROAD TRAFFIC INFRINGEMENT AGENCY'S PERFORMANCE

## 1.1 Service Delivery Environment

#### 1.1.1 Introduction

At international level South Africa is regularly singled out as one of the countries with the highest number of road crashes and fatalities in the world, including the African continent. There is a lot to be done to improve not only our crash and fatality rates in terms of road traffic deaths per population, deaths per the number of registered vehicles or the distance travelled, but also in terms of real straight numbers of crashes and casualties.

The key components imbedded in our society that decrease the protection of motorists and create a negative experience for all road users regarding the unacceptable road safety situation are the following:

#### • Driver Behaviour

The level of driver training offered and the quality of driver skills are not sufficient to ensure that a licenced driver understands the responsibility, consequences and impact of non-compliance with the "rules of the road" and their unacceptable behaviour on other motorists and road users, generally accompanied by a low level of enforcement.

Driver training and educational content or other mechanisms to ensure sufficient exposure to what driving responsibility entails, does not adequately address actual driving experience before there is utilisation of our roads. Excessive speed and speed too fast for circumstances; as well as drunken or impaired driving are the highest causes of accidents and fatalities on our roads. Speed plays a role in at least 30% to 40% of all crashes and, in accordance with information provided by the Medical Research Institute (MRI), no less than about 60% of drivers and pedestrians killed in road crashes exceeded the legal blood alcohol limit. Underpinning this lack of law compliance is the lack of adequate visible and active law enforcement and the inadequate adjudication of road traffic contraventions, where detected, and lack of appropriate consequences for such contraventions.

## On 31 March 2016, there were:

- 11 776 775 drivers with driving licence cards registered. Of this number a total of 2 095 074 (17.79%) licence cards had expired for a period up to 1 month and 178 694 (1.52%) for a period up to 2 months without renewal as required; and
- 1 027 763 drivers with professional driving permits (PrDPs) registered of which 455 856 (44.35%) had expired. Of this number a total of 63 790 (6.21%) had expired for a period up to 2 months and a further 392 066 (38.15%) had expired for a period from 3 months up to 2 years without renewal every 2 years as required.

#### State of Vehicles

Approximately 10% of our vehicles are not roadworthy and the average age of our vehicles is in the order of 11 to 12 years which further contributes to an increased risk of accidents and fatalities.

On 31 March 2016, there were 11 818 134 vehicles registered of which:

- o 318 706 (2.70%) were not licenced as required;
- 545 580 (4.62%) were not proven to be roadworthy due to the owners failing to submit the
  vehicles for compulsory annual roadworthy tests (including buses, minibus taxis and
  freight transport vehicles) or on change of ownership.

Based on the outcome of historic road traffic offence surveys, of the 11 818 134 vehicles registered, it is estimated that in the order of the following numbers were daily making use of the roads with the fitness shortcomings as shown:

- o 815 500 (6.90%) with worn and damaged tyres;
- 130 000 (1.10%) with faulty head lights;
- o 70 100 (0.60%) with faulty tail lights;
- o 509 000 (4.31%) with faulty brake lights; and
- o 36 000 (0.31%) with no correlation between the licence disc and number plate.

### State of roads

Poor road infrastructure and an unforgiving road environment, including poorly repaired and maintained road surfaces, extremely faded or no road markings and a continued increase in the number of potholes are responsible for the lack of security in the driving environment and protection of vehicles and have the real potential to damage vehicles, cost lives or cause disablement.

#### Contributory factors to road crashes

Local research showed that in the order of 95% of road traffic crashes happen as a direct result of one or more traffic offences. Some of the main contributory factors to fatal road crashes, categorised as human, vehicle and road environment are summarised as follows:

## • Human factors :

- o Excessive speed and ignoring of speed limits: 30.15% of all factors; and
- Unsafe and unlawful overtaking across barrier lines leading to high impact crashes and fatalities: 6.07% of all factors.

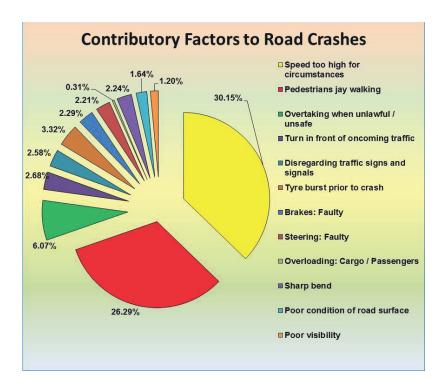
#### Vehicle factors:

- Tyre failure prior to crashes relating to damaged tyres or debris on the road: 3.32% of all factors;
- Faulty brakes contributing to head-rear crashes and crashes with fixed objects resulting in fatalities: 2.29% of all factors; and
- o Faulty steering due to poor maintenance and leading to un-controllable vehicles and crashes: 2.21% of all factors.

#### Road and environment factors:

- Sharp bend in the road relating to speed too high for circumstances or poor or inadequate signs indicating such bends: 0.19% of all factors; and
- Poor condition of the road surface relating to potholes and bumpy driving conditions:
   1.64% of all factors.

The above main contributory factors are also reflected in the pie-chart below.



## • The role of AARTO in road safety

The implementation of the AARTO is one of the most important mechanisms available for the achievement of the strategic objectives for the increment of road safety in the country.

The number of road traffic crashes and fatalities are directly proportional to the level of lawlessness and driver misbehaviour on our roads and strong, highly visible and efficient law enforcement operations on a continuous basis, are no doubt the most effective way to curb the

occurrence of road crashes. However, international best practices have proven that for law enforcement to be effective, it must be supported by a highly efficient, transparent and expeditious adjudication process and an equally effective public awareness, communication and education programme to bring traffic offenders to task.

The AARTO process starts with the detection by a traffic officer of a road traffic violation committed by a road user which could be a driver of a vehicle, cyclist or pedestrian. Upon committing a violation, the officer or a person duly authorised by an issuing authority, must serve or cause to be served on the identified infringer an Infringement Notice in the case of an infringement or a Notice for a Summons to be served to appear in court in the case of an offence. Traffic infringements and offences are categorised as such in Schedule 3 of the AARTO Regulations and the different types of notices completed and served in person at the roadside or by registered mail are described under sections 1.1.2 and 1.1.5.

Should the infringer fail to respond to a notice in electing any of the available options, as described under section 1.1.11, within the prescribed period of 32 days, the RTIA must serve a Courtesy Letter and after a further non-response period of 32 days, an Enforcement Order.

The number of elections submitted by infringers, such as representations and the number of Courtesy Letters and Enforcement Orders served and the number of notices to be posted and served, is all totally dependent on the number of notices served and captured by the traffic officers of the various Issuing Authorities.

The RTIA further assists the various Issuing Authorities in their planning and preparation of law enforcement operations to more effectively combat and resolve the contributing factors leading to road crashes by the collection, analyses and providing information on, amongst others, the following:

- The number of AARTO notices served on drivers for the various types of vehicle related violations, for example smooth tyres, dysfunctional lights, faulty steering mechanisms and brakes, etc;
- Information on the number of AARTO notices served for the various types of driver violations, for example exceeding the speed limit, driving without a valid driving licence or professional driving permit, failure to wear seat belts, including the type of vehicle driven when the offences were committed;
- o Information on the day-of-the-week and the time-of-the-day when traffic violations were recorded; and
- With regard to monitoring achievement of performance targets set for Issuing Authorities and individual traffic officers, for example the number of notices served per officer per time frame.

For the 2015/2016 financial year under review, the statistics listed in the table below were derived from the National Contraventions Register (NCR), and are based on the records captured and

uploaded thereto by the Issuing Authorities in the AARTO jurisdictional area which include the Johannesburg Metropolitan Police Department (JMPD); Tshwane Metropolitan Police Department (TMPD); the Gauteng Department of Community Safety (GDoCS) and the Road Traffic Management Corporation (RTMC).

Subsection	Торіс	Page
1.1.2	Number of Infringement Notices Captured	32
1.1.3	Number of Notices Captured per Issuing Authority	35
1.1.4	Number of Notices Recorded per Traffic Officer	46
1.1.5	Other Notices and Acknowledgements issued by IAs and RTIA	66
1.1.6	Suspect Notices	76
1.1.7	Notices per Infringement Category	79
1.1.8	Notices per Vehicle Category	82
1.1.9	Notices recorded per Day of Week	85
1.1.10	Notices recorded per Time of Day	86
1.1.11	Elective Options Exercised by Infringers	89
1.1.12	Number and Outcome of Court Cases	97
1.1.13	Adjudication of Representations	100
1.1.14	Courtesy Letters Issued	108
1.1.15	Enforcement Orders Issued	112
1.1.16	Applications for the Revocation of Enforcement Orders	115
1 1 17	Allocation of Demorit Points	110

# 1.1.2 Number of Infringement Notices Captured

The number of notices per type captured per month on the NCR during the financial year from 1 April 2015 to 31 March 2016 by all Issuing Authorities (IA's) is shown in the table below.

	Number	of Notices C	Captured pe	r Type :		All IA's
Month	AARTO 01	AARTO 02	AARTO 03	AARTO 31	AARTO 32	Total
Apr 2015	49 942	119	422 539	26 820	29	499 449
May 2015	56 949	86	507 217	35 984	26	600 262
Jun 2015	55 560	102	378 243	44 701	0	478 606
Jul 2015	65 925	153	533 388	41 465	0	640 931
Aug 2015	55 809	89	450 224	39 878	7	546 007
Sep 2015	60 041	186	493 386	46 135	6	599 754
Oct 2015	70 757	120	502 404	49 224	2	622 507
Nov 2015	60 820	90	417 010	46 105	6	524 031
Dec 2015	37 541	81	378 791	20 185	5	436 603
Jan 2016	73 560	4	575 031	30 361	0	678 956
Feb 2016	70 695	177	441 289	43 113	0	555 274
Mar 2016	62 669	67	416 007	59 070	0	537 813
Year Total	720 268	1 274	5 515 529	483 041	81	6 720 193

The information in the table above shows that a total number of 6 720 193 notices was captured during the year with the number captured per type of notice as follows:

- AARTO 01 (handwritten at roadside): 720 268 notices, which is 10.72% of the total;
- AARTO 02 (electronic at weighbridges): 1 274 notices, which is 0.02% of the total;
- AARTO 03 (camera captured): 5 515 529 notices, which is 82.07% of the total;
- AARTO 31 (unattended vehicle): 483 041 notices, which is 7.19% of the total; and
- AARTO 32 (offences at roadside): 81 notices, which is 0.001% of the total.

The change in the number of notices captured per type from the 2014-2015 to the 2015-2016 financial year is shown in the table below.

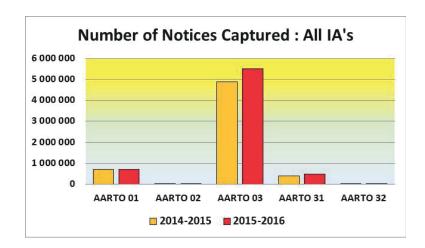
Change in Number of Notices Captured per Type :						
Year	AARTO 01	AARTO 02	AARTO 03	AARTO 31	AARTO 32	Total
2014-2015	721 590	1 150	4 888 858	413 259	1 088	6 025 945
2015-2016	720 268	1 274	5 515 529	483 041	81	6 720 193
Change	-1 322	124	626 671	69 782	-1 007	694 248
% change	-0.18%	10.78%	12.82%	16.89%	-92.56%	11.52%

The information in the table above shows an increase of 694 248 (11.52%) in the total number of notices captured, from 6 025 945 in 2014-2015 to 6 720 193 in 2015-2016.

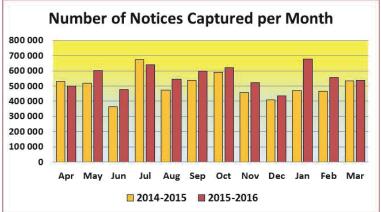
The changes in the number of notices captured per type of notice from 2014-2015 to 2015-2016 are as follows:

- AARTO 01: A decrease of 1 322 (0.18%) from 721 590 to 720 268 notices;
- AARTO 02: An increase of 124 (10.78%) from 1 150 to 1 274 notices;
- **AARTO 03**: An increase of 626 671 (12.82%) from 4 888 858 to 5 515 529 notices;
- AARTO 31: An increase of 69 782 (16.89%) from 413 259 to 483 041 notices; and
- AARTO 32: A decrease of 1 007 (92.56%) from 1 088 to 81 notices.

The change in the number of notices per type of notice from the previous year is also reflected in the graph below.



The number of notices captured per month in comparison with the previous year is shown in the graph below.



The information in the graph above shows the following months for the year under review during which the highest number of notices were captured:

- Jul 2015: 640 931 notices, which is 9.54% of the total;
- Oct 2015: 622 507 notices, which is 9.26% of the total; and
- Jan 2016: 578 956 notices, which is 10.10% of the total.

The change in the monthly number of notices in comparison with the previous year is shown in the table below.

Change in	Change in the monthly number of notices from the previous year							
Month	2014-2015	2015-2016	Change	% change				
Apr	529 816	499 449	-30 367	-5.73%				
May	520 408	600 262	79 854	15.34%				
Jun	363 397	478 606	115 209	31.70%				
Jul	672 732	640 931	-31 801	-4.73%				
Aug	475 126	546 007	70 881	14.92%				
Sep	537 289	599 754	62 465	11.63%				
Oct	589 808	622 507	32 699	5.54%				
Nov	456 649	524 031	67 382	14.76%				
Dec	410 460	436 603	26 143	6.37%				
Jan	468 902	678 956	210 054	44.80%				
Feb	467 427	555 274	87 847	18.79%				
Mar	533 931	537 813	3 882	0.73%				
Total	6 025 945	6 720 193	694 248	11.52%				

The information in the table above shows the following:

- In comparison with the previous year, increases in the number of notices per month were recorded for 10 months of the year, the largest of which was for January which shows an increase of 44.80% from 468 902 notices in 2014-2015 in comparison with 678 956 in January 2015-2016; and
- Decreases in the number of notices per month were recorded for 2 months of the year, the largest of which was for April which shows a decrease of 5.73% from 529 816 notices in 2014-2015 in comparison with 499 449 in April 2015-2016.

These monthly increases can mainly be ascribed to an increase in the monthly number of AARTO 03 notices, detail of which is given in the table below.

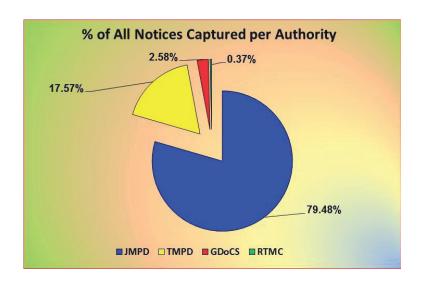
Chang	Change in the monthly number AARTO 03 notice								
Month	2014-2015	2015-2016	Change	% change					
Apr	448 325	422 539	-25 786	-5.75%					
May	426 354	507 217	80 863	18.97%					
Jun	254 193	378 243	124 050	48.80%					
Jul	561 003	533 388	-27 615	-4.92%					
Aug	377 906	450 224	72 318	19.14%					
Sep	438 995	493 386	54 391	12.39%					
Oct	480 970	502 404	21 434	4.46%					
Nov	375 697	417 010	41 313	11.00%					
Dec	346 579	378 791	32 212	9.29%					
Jan	375 173	575 031	199 858	53.27%					
Feb	366 953	441 289	74 336	20.26%					
Mar	436 710	416 007	-20 703	-4.74%					
Total	4 888 858	5 515 529	626 671	12.82%					

The information in the table above shows substantial increases in the number of AARTO 03 notices for the months of June (48.80%), January (53.27%) and February (20.26%).

### 1.1.3 Number of Notices captured per Issuing Authority

The total number of notices captured per month per Issuing Authority during the year under review is shown in the table and reflected in the pie-chart below.

Nu	Number of Notices Captured per Issuing Authority								
Month	JMPD	TMPD	GDoCS	RTMC	Total				
Apr 2015	392 014	92 510	12 651	2 274	499 449				
May 2015	485 714	98 146	13 785	2 617	600 26:				
Jun 2015	348 663	113 348	13 163	3 432	478 60				
Jul 2015	507 594	113 007	16 705	3 625	640 93 <sup>-</sup>				
Aug 2015	433 815	94 721	15 805	1 666	546 00°				
Sep 2015	499 247	85 443	12 916	2 148	599 75 <sub>1</sub>				
Oct 2015	497 136	108 304	15 847	1 220	622 50 <sup>-</sup>				
Nov 2015	414 665	94 168	13 934	1 264	524 03 <sup>-</sup>				
Dec 2015	329 932	92 620	13 389	662	436 600				
Jan 2016	566 514	97 984	13 075	1 383	678 95				
Feb 2016	445 178	90 529	16 594	2 973	555 27 <sub>1</sub>				
Mar 2016	420 998	99 735	15 807	1 273	537 81				
Year Total	5 341 470	1 180 515	173 671	24 537	6 720 19				

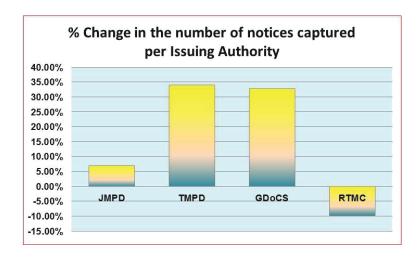


The information in the table and pie-chart above shows the total number of 6 720 193 notices captured during the year per Issuing Authority as follows:

- **JMPD**: 5 341 470 notices, which is 79.48% of the total;
- **TMPD**: 1 180 515 notices, which is 17.57% of the total;
- GDoCS: 173 671 notices, which is 2.58% of the total; and
- **RTMC**: 24 537 notices, which is 0.37% of the total.

The change in the number of notices captured per Issuing Authority from the 2014-2015 to the 2015-2016 financial year is shown in the table and reflected in the graph below.

Change	Change in Number of Notices Captured per Issuing Authority							
Year	JMPD	TMPD	GDoCS	RTMC	Total			
2014-2015	4 987 747	880 428	130 617	27 153	6 025 945			
2015-2016	5 341 470	1 180 515	173 671	24 537	6 720 193			
Change	353 723	300 087	43 054	-2 616	694 248			
% change	7.09%	34.08%	32.96%	-9.63%	11.52%			

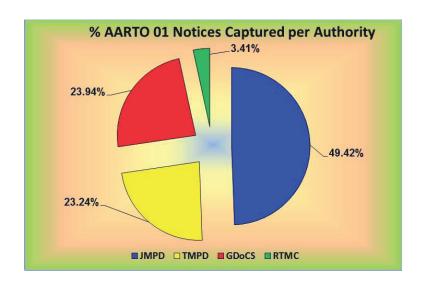


The information in the table above shows an increase of 694 248 (11.52%) in the total number of notices captured, from 6 025 945 in 2014-2015 to 6 720 193 in 2015-2016. The changes in the number of notices captured per Issuing Authority from the previous year are as follows:

- **JMPD**: an increase of 353 723 (7.09%) from 4 987 747 to 5 341 470 notices;
- **TMPD**: an increase of 300 087 (34.08%) from 880 428 to 1 180 515 notices;
- GDoCS: an increase of 43 054 (32.96%) from 130 617 to 173 671 notices; and
- RTMC: a decrease of 2 616 (9.63%) from 27 153 to 24 537 notices in 2015-2016.

The number of AARTO 01 handwritten notices captured per month per Issuing Authority during the year under review is shown in the table and reflected in the pie-chart below.

Number	Number of AARTO 01 Notices Captured per Issuing Authority							
Month	JMPD	TMPD	GDoCS	RTMC	Total			
Apr 2015	22 331	12 805	12 532	2 274	49 942			
May 2015	27 464	13 169	13 699	2 617	56 949			
Jun 2015	20 893	18 174	13 061	3 432	55 560			
Jul 2015	28 989	16 759	16 552	3 625	65 925			
Aug 2015	25 560	12 867	15 716	1 666	55 809			
Sep 2015	31 943	13 220	12 730	2 148	60 041			
Oct 2015	40 478	13 332	15 727	1 220	70 757			
Nov 2015	34 699	11 013	13 844	1 264	60 820			
Dec 2015	14 057	9 514	13 308	662	37 541			
Jan 2016	43 779	15 327	13 071	1 383	73 560			
Feb 2016	35 609	15 696	16 417	2 973	70 695			
Mar 2016	30 126	15 530	15 740	1 273	62 669			
Year Total	355 928	167 406	172 397	24 537	720 268			



The information in the table and pie-chart above shows the total number of 720 268 AARTO 01 notices captured during the year per Issuing Authority as follows:

• **JMPD**: 355 928 notices, which is 49.42% of the total;

• **TMPD**: 167 406 notices, which is 23.24% of the total;

• GDoCS: 172 397 notices, which is 23.94% of the total; and

• RTMC: 24 537 notices, which is 3.41% of the total.

The change in the number of AARTO 01notices captured per Issuing Authority from the 2014-2015 to the 2015-2016 financial year is shown in the table below.

Change in No. of AARTO 01 Notices Captured per Issuing Authority							
Year	JMPD	TMPD	GDoCS	RTMC	Total		
2014-2015	331 232	233 828	129 377	27 153	721 590		
2015-2016	355 928	167 406	172 397	24 537	720 268		
Change	24 696	-66 422	43 020	-2 616	-1 322		
% change	7.46%	-28.41%	33.25%	-9.63%	-0.18%		

The information in the table above shows a decrease of 1 322 (0.18%) in the total number of AARTO 01 notices captured, from 721 590 in 2014-2015 to 720 268 in 2015-2016. The changes in the number of notices captured per Issuing Authority from the previous year are as follows:

• **JMPD**: an increase of 24 696 (7.46%) from 331 232 to 355 928 notices;

• **TMPD**: a decrease of 66 422 (28.41%) from 233 828 to 167 406 notices;

• **GDoCS**: an increase of 43 020 (33.25%) from 129 377 to 172 397 notices; and

• **RTMC**: a decrease of 2 616 (9.63%) from 27 153 to 24 537 notices in 2015-2016.

Information on the number of notices captured on the NCR per type of notice by the individual Issuing Authorities is given below.

## Johannesburg Metropolitan Police Department (JMPD)

The number of notices per type captured per month on the NCR during the financial year from 1 April 2015 to 31 March 2016 by JMPD is shown in the table below.

	Number	of Notices (	Captured pe	r Type :		JMPD
Month	AARTO 01	AARTO 02	AARTO 03	AARTO 31	AARTO 32	Total
Apr 2015	22 331	0	352 560	17 094	29	392 014
May 2015	27 464	0	436 915	21 309	26	485 714
Jun 2015	20 893	0	299 039	28 731	0	348 663
Jul 2015	28 989	0	449 928	28 677	0	507 594
Aug 2015	25 560	0	382 680	25 568	7	433 815
Sep 2015	31 943	0	438 049	29 249	6	499 247
Oct 2015	40 478	0	422 212	34 444	2	497 136
Nov 2015	34 699	0	349 621	30 339	6	414 665
Dec 2015	14 057	0	304 067	11 803	5	329 932
Jan 2016	43 779	0	505 528	17 207	0	566 514
Feb 2016	35 609	0	383 080	26 489	0	445 178
Mar 2016	30 126	0	345 064	45 808	0	420 998
Year Total	355 928	0	4 668 743	316 718	81	5 341 470

The information in the table above shows that a total of 5 341 470 notices were captured by JMPD during the year under review with the number captured per type of notice as follows:

- **AARTO 01**: 335 928 notices, which is 6.66% of the total;
- AARTO 02 : no notices were captured during the year;
- **AARTO 03**: 4 668 743 notices, which is 87.41% of the total;
- AARTO 31: 316 718 notices, which is 5.93% of the total; and
- AARTO 32: 81 notices, which is 0.002% of the total.

The change in the number of notices captured per type from the 2014-2015 to the 2015-2016 financial year is shown in the table below.

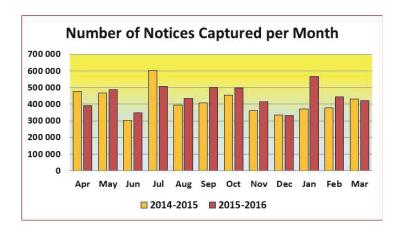
Change in Number of Notices Captured per Type:						
Year	AARTO 01	AARTO 02	AARTO 03	AARTO 31	AARTO 32	Total
2014-2015	331 232	0	4 401 005	254 512	998	4 987 747
2015-2016	355 928	0	4 668 743	316 718	81	5 341 470
Change	24 696	0	267 738	62 206	-917	353 723
% change	7.46%	-	6.08%	24.44%	-91.88%	7.09%

The information in the table above shows an increase of 353 723 (7.09%) in the total number of notices captured, from 4 987 747 in 2014-2015 to 5 341 470 in 2015-2016. The changes in the number of notices captured per type of notice from the previous year are as follows:

- AARTO 01: an increase of 24 696 (7.46%) from 331 232 to 355 928 notices;
- **AARTO 03**: an increase of 267 738 (6.08%) from 4 401 005 to 4 668 743 notices;
- AARTO 31: an increase of 62 206 (24.44%) from 254 512 to 316 718 notices; and
- AARTO 32: a decrease of 917 (91.88%) from 998 to 81 notices.

The change in the monthly number of notices issued by JMPD in comparison with the previous year is shown in the table and reflected in the graph below.

Change in	the monthly n	umber of not	ices from the	previous year
Month	2014-2015	2015-2016	Change	% change
Apr	477 649	392 014	-85 635	-17.93%
May	468 621	485 714	17 093	3.65%
Jun	303 072	348 663	45 591	15.04%
Jul	603 267	507 594	-95 673	-15.86%
Aug	394 689	433 815	39 126	9.91%
Sep	408 534	499 247	90 713	22.20%
Oct	454 504	497 136	42 632	9.38%
Nov	360 984	414 665	53 681	14.87%
Dec	335 589	329 932	-5 657	-1.69%
Jan	370 270	566 514	196 244	53.00%
Feb	378 859	445 178	66 319	17.50%
Mar	431 709	420 998	-10 711	-2.48%
Total	4 987 747	5 341 470	353 723	7.09%



The information in the table and graph above shows the following:

- In comparison with the previous year, decreases in the number of notices per month were recorded for 4 months of the year, the largest of which was for April which shows a decrease of 17.93% from 477 649 notices in 2014-2015 in comparison with 392 014 in 2015-2016; and
- Increases in the number of notices per month were recorded for 8 months of the year, the largest of which was for January which shows an increase of 53.00% from 370 270 notices in 2014-2015 in comparison with 566 514 in 2015-2016.

### Tshwane Metropolitan Police Department (TMPD)

The number of notices per type captured per month on the NCR during the financial year from 1 April 2015 to 31 March 2016 by TMPD is shown in the table below.

	Number	of Notices C	aptured pe	r Type :		TMPD
Month	AARTO 01	AARTO 02	AARTO 03	AARTO 31	AARTO 32	Total
Apr 2015	12 805	0	69 979	9 726	0	92 510
May 2015	13 169	0	70 302	14 675	0	98 146
Jun 2015	18 174	0	79 204	15 970	0	113 348
Jul 2015	16 759	0	83 460	12 788	0	113 007
Aug 2015	12 867	0	67 544	14 310	0	94 721
Sep 2015	13 220	0	55 337	16 886	0	85443
Oct 2015	13 332	0	80 192	14 780	0	108 304
Nov 2015	11 013	0	67 389	15 766	0	94 168
Dec 2015	9 514	0	74 724	8 382	0	92 620
Jan 2016	15 327	0	69 503	13 154	0	97 984
Feb 2016	15 696	0	58 209	16 624	0	90 529
Mar 2016	15 530	0	70 943	13 262	0	99 735
Year Total	167 406	0	846 786	166 323	0	1 180 515

The information in the table above shows that a total of 1 180 515 notices were captured during the year with the number captured per type of notice as follows:

- **AARTO 01**: 167 406 notices, which is 14.18% of the total;
- AARTO 02 : no notices were captured during the year;
- **AARTO 03**: 846 786 notices, which is 71.73% of the total;
- AARTO 31: 166 323 notices, which is 14.09% of the total; and
- AARTO 32 : no notices for offences were captured during the year.

The change in the number of notices captured per type of notice from the 2014-2015 to the 2015-2016 financial year is shown in the table below.

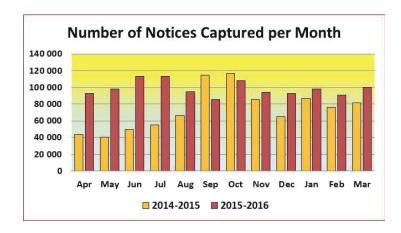
Change in Number of Notices Captured per Type :						TMPD
Year	AARTO 01 AARTO 02 AARTO 03 AARTO 31 AARTO 32					
2014-2015	233 828	0	487 853	158 747	0	880 428
2015-2016	167 406	0	846 786	166 323	0	1 180 515
Change	-66 422	0	358 933	7 576	0	300 087
% change	-28.41%	-	73.57%	4.77%	-	34.08%

The information in the table above shows an increase of 300 087 (34.08%) in the total number of notices captured, from 880 428 in 2014-2015 to 1 180 515 in 2015-2016. The changes in the number of notices captured per type of notice from the previous year are as follows:

- AARTO 01: a decrease of 66 422 (28.41%) from 233 828 to 167 406 notices;
- AARTO 03: an increase of 358 933 (73.57%) from 487 853 to 846 786 notices; and
- AARTO 31: an increase of 7 576 (4.77%) from 158 747 to 166 323 notices.

The change in the monthly number of notices issued by TMPD in comparison with the previous year is shown in the table and reflected in the graph below.

Change in t	Change in the monthly number of notices from the previous year							
Month	2014-2015	2015-2016	Change	% change				
Apr	44 031	92 510	48 479	110.10%				
May	40 183	98 146	57 963	144.25%				
Jun	49 946	113 348	63 402	126.94%				
Jul	54 941	113 007	58 066	105.69%				
Aug	66 123	94 721	28 598	43.25%				
Sep	114 396	85 443	-28 953	-25.31%				
Oct	116 270	108 304	-7 966	-6.85%				
Nov	85 336	94 168	8 832	10.35%				
Dec	64 702	92 620	27 918	43.15%				
Jan	86 622	97 984	11 362	13.12%				
Feb	76 314	90 529	14 215	18.63%				
Mar	81 564	99 735	18 171	22.28%				
Total	880 428	1 180 515	300 087	34.08%				



The information in the table and graph above shows the following:

- In comparison with the previous year, decreases in the number of notices per month were recorded for 2 months of the year, the largest of which was for September which shows a decrease of 25.31% from 114 396 notices in 2014-2015 in comparison with 85 443 in 2015-2016; and
- Increases in the number of notices per month were recorded for 10 months of the year, the largest of which was for May which shows an increase of 144.25% from 40 183 notices in 2014-2015 in comparison with 98 146 in 2015-2016.

## Gauteng Department of Community Safety (GDoCS)

The number of notices per type captured per month on the NCR during the financial year from 1 April 2015 to 31 March 2016 by GDoCS is shown in the table below.

	Number	of Notices C	aptured pe	r Type :		GDoCS
Month	AARTO 01	AARTO 02	AARTO 03	AARTO 31	AARTO 32	Total
Apr 2015	12 532	119	0	0	0	12 651
May 2015	13 699	86	0	0	0	13 785
Jun 2015	13 061	102	0	0	0	13 163
Jul 2015	16 552	153	0	0	0	16 705
Aug 2015	15 716	89	0	0	0	15 805
Sep 2015	12 730	186	0	0	0	12 916
Oct 2015	15 727	120	0	0	0	15 847
Nov 2015	13 844	90	0	0	0	13 934
Dec 2015	13 308	81	0	0	0	13 389
Jan 2016	13 071	4	0	0	0	13 075
Feb 2016	16 417	177	0	0	0	16 594
Mar 2016	15 740	67	0	0	0	15 807
Year Total	172 397	1 274	0	0	0	173 671

The information in the table above shows that a total of 173 671 notices were captured during the year with the number captured per type of notice as follows:

• **AARTO 01**: 172 397 notices, which is 99.27% of the total;

• AARTO 02: 1 274 notices, which is 0.73% of the total; and

• AARTO 32 : no notices for offences were captured during the year.

The change in the number of notices captured per type of notice from the 2014-2015 to the 2015-2016 financial year is shown in the table below.

Change in Number of Notices Captured per Type :						GDoCS
Year	ear					
2014-2015	129 377	1 150	0	0	90	130 617
2015-2016	172 397	1 274	0	0	0	173 671
Change	43 020	124	0	0	<b>-</b> 90	43 054
% change	33.25%	10.78%	-	-	-100.00%	32.96%

The information in the table above shows a total increase of 43 054 (32.96%) in the number of notices captured, from 130 617 in 2014-2015 to 173 671 in 2015-2016. The changes in the number of notices captured per type of notice from the previous year are as follows:

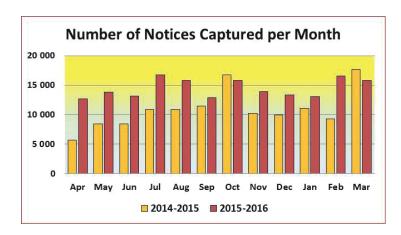
• AARTO 01: an increase of 43 020 (33.25%) from 129 377 to 172 397 notices;

• AARTO 02: an increase of 124 (10.78%) from 1 150 to 1 274 notices; and

• AARTO 32: a decrease of 90 (100.00%) from 90 to 0 notices.

The change in the monthly number of notices issued by GDoCS in comparison with the previous year is shown in the table and reflected in the graph below.

Change in	Change in the monthly number of notices from the previous year							
Month	2014-2015	2015-2016	Change	% change				
Apr	5 654	12 651	6 997	123.75%				
May	8 408	13 785	5 377	63.95%				
Jun	8 416	13 163	4 747	56.40%				
Jul	10 896	16 705	5 809	53.31%				
Aug	10 852	15 805	4 953	45.64%				
Sep	11 446	12 916	1 470	12.84%				
Oct	16 789	15 847	<b>-</b> 942	<b>-</b> 5.61%				
Nov	10 220	13 934	3 714	36.34%				
Dec	9 964	13 389	3 425	34.37%				
Jan	11 077	13 075	1 998	18.04%				
Feb	9 236	16 594	7 358	79.67%				
Mar	17 659	15 807	-1 852	<b>-</b> 10.49%				
Total	130 617	173 671	43 054	32.96%				



The information in the table and graph above shows the following:

- In comparison with the previous year, decreases in the number of notices per month were recorded for 2 months of the year, the largest of which was for March which shows a decrease of 10.49% from 17 659 notices in 2014-2015 in comparison with 15 807 in 2015-2016; and
- Increases in the number of notices per month were recorded for 10 months of the year, the largest of which was for April which shows an increase of 123.75% from 5 654 notices in 2014-2015 in comparison with 12 651 in 2015-2016.

## Road Traffic Management Corporation (RTMC)

The number of notices per type captured per month on the NCR during the financial year from 1 April 2015 to 31 March 2016 by the RTMC is shown in the table below.

	Number	of Notices	Captured p	er Type :		RTMC
Month	AARTO 01	AARTO 02	AARTO 03	AARTO 31	AARTO 32	Total
Apr 2015	2 274	0	0	0	0	2 274
May 2015	2 617	0	0	0	0	2 617
Jun 2015	3 432	0	0	0	0	3 432
Jul 2015	3 625	0	0	0	0	3 625
Aug 2015	1 666	0	0	0	0	1 666
Sep 2015	2 148	0	0	0	0	2 148
Oct 2015	1 220	0	0	0	0	1 220
Nov 2015	1 264	0	0	0	0	1 264
Dec 2015	662	0	0	0	0	662
Jan 2016	1 383	0	0	0	0	1 383
Feb 2016	2 973	0	0	0	0	2 973
Mar 2016	1 273	0	0	0	0	1 273
Year Total	24 537	0	0	0	0	24 537

The information in the table above shows that a total of 27 537 only AARTO 01 notices were captured during the year. No other types of notices were captured.

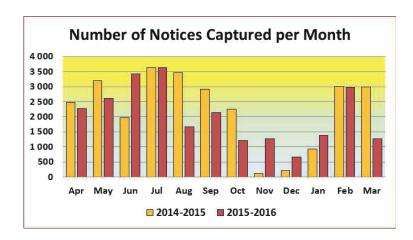
The change in the number of notices captured from the 2014-2015 to the 2015-2016 financial year is shown in the table below.

Change in Number of Notices Captured per Type :						RTMC
Year	AARTO 01	Total				
2014-2015	27 153	0	0	0	0	27 153
2015-2016	24 537	0	0	0	0	24 537
Change	<b>-</b> 2 616	0	0	0	0	-2 616
% change	-9.63%	-	-	-	-	-9.63%

The information in the table above shows a decrease of 2 616 (9.63%) in the number of AARTO 01 notices captured, from 27 153 in 2014-2015 to 24 537 in 2015-2016.

The change in the monthly number of notices issued by the RTMC in comparison with the previous year is shown in the table and reflected in the graph below.

Change in	Change in the monthly number of notices from the previous year							
Month	2014-2015	2015-2016	Change	% change				
Apr	2 482	2 274	<b>-</b> 208	-8.38%				
May	3 196	2 617	<b>-</b> 579	<b>-</b> 18.12%				
Jun	1 963	3 432	1 469	74.83%				
Jul	3 628	3 625	<b>-</b> 3	-0.08%				
Aug	3 462	1 666	-1 796	-51.88%				
Sep	2 913	2 148	<b>-</b> 765	<del>-</del> 26.26%				
Oct	2 245	1 220	-1 025	<del>-</del> 45.66%				
Nov	109	1 264	1 155	1059.63%				
Dec	205	662	457	222.93%				
Jan	933	1 383	450	48.23%				
Feb	3 018	2 973	<b>-</b> 45	<b>-</b> 1.49%				
Mar	2 999	1 273	-1 726	-57.55%				
Total	27 153	24 537	-2 616	-9.63%				



The information in the table and graph above shows the following:

- In comparison with the previous year, decreases in the number of notices per month were recorded for 8 months of the year, the largest of which was for March which shows a decrease of 57.55% from 2 999 notices in 2014-2015 in comparison with only 1 273 notices in 2015-2016; and
- An increase in the number of notices per month were recorded for 4 month of the year, the largest of which was for November which shows an increase of 1 059.63% from 109 notices in 2014-2015 in comparison with 1 264 in 2015-2016.

### 1.1.4 Number of Notices captured per Traffic Officer

Strong, highly visible and effective road traffic law enforcement operations on a continuous basis, is the most efficient way to curb the unacceptable high level of lawlessness and driver misbehaviour. The effectiveness of road traffic law enforcement may be measured in terms of the performance of traffic authorities and of individual traffic officers. This section provides information on the number of some AARTO infringement notices issued per traffic officer per time frame in order to evaluate officer performance in accordance with targets set by authorities.

The infringement notices evaluated in this regard are the following:

• JMPD: AARTO 01, AARTO 03 and AARTO 31 notices;

• TMPD: AARTO 01, AARTO 03 and AARTO 31 notices;

• GDoCS: AARTO 01 notices; and

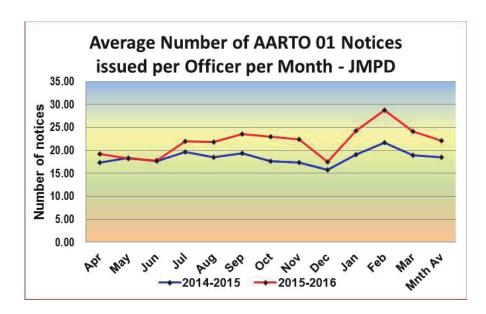
RTMC: AARTO 01 notices.

### Johannesburg Metropolitan Police Department (JMPD)

The average number of AARTO 01 handwritten notices issued per Traffic Officer in the JMPD area in the month that the infringement was committed during the financial year from 1 April 2015 to 31 March 2016 in comparison with the same period the previous year, is shown in the table below.

AARTO 0	AARTO 01 Infringement notices						
Number of notices issued per officer per Month							
Month	2014-2015	2015-2016	Change	% change			
Apr	17.38	19.25	1.87	10.77%			
May	18.34	18.21	-0.12	-0.68%			
Jun	17.67	17.76	0.09	0.50%			
Jul	19.62	22.01	2.38	12.14%			
Aug	18.57	21.85	3.29	17.69%			
Sep	19.39	23.62	4.23	21.83%			
Oct	17.59	23.00	5.42	30.79%			
Nov	17.32	22.36	5.03	29.05%			
Dec	15.71	17.49	1.79	11.37%			
Jan	19.10	24.21	5.10	26.72%			
Feb	21.73	28.80	7.07	32.55%			
Mar	18.97	24.08	5.11	26.94%			
Mnth Av	18.45	22.09	3.65	19.76%			

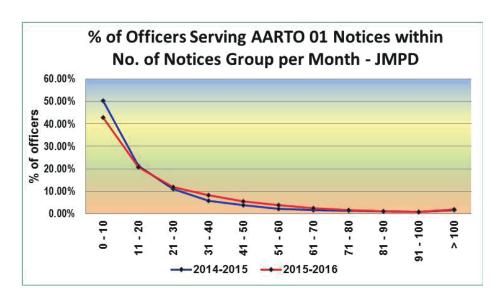
- The average number of AARTO 01 notices issued per officer per month increased by 3.65 (19.76%) from 18.45 in 2014-2015 to 22.09 per month in 2015-2016;
- The month with the largest increase on a percentage basis is February 2016 when the average number of notices per officer increased by 7.07 (32.55%) from 21.73 in 2014-2015 to 28.80 per month.



The information in the table below shows the percentage (%) of officers within the JMPD traffic force that recorded the number of AARTO 01 Notices within the "number of notices" group during the year under review in comparison with the previous year.

AARTO 0	AARTO 01 notices per group JMPD							
% officers	% officers issuing notices within groups							
Group	2014-2015	2015-2016	Change					
0 - 10	50.30%	42.94%	-7.36%					
11 - 20	21.34%	20.60%	-0.74%					
21 - 30	11.03%	11.71%	0.67%					
31 - 40	5.68%	8.10%	2.42%					
41 - 50	3.68%	5.43%	1.74%					
51 - 60	2.19%	3.70%	1.51%					
61 - 70	1.42%	2.40%	0.98%					
71 - 80	1.15%	1.51%	0.37%					
81 - 90	0.91%	1.07%	0.17%					
91 - 100	0.64%	0.75%	0.12%					
> 100	1.66%	1.79%	0.12%					

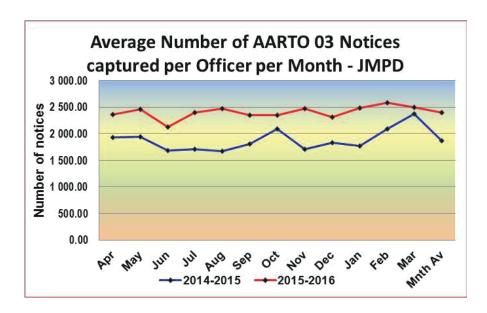
- An average of 42.94% officers issued from 0 to 10 AARTO 01 notices per month during 2015-2016 in comparison with an average of 50.30% in 2014-2015, which is a decrease of 7.36% and reflecting a slight increase in performance – less officers in this group;
- An average of 8.10% officers issued from 31 to 40 AARTO 01 notices per month during 2015-2016 in comparison with an average of 5.68% in 2014-2015, which is an increase of 2.42%; and
- An average of 1.07% officers issued from 81 to 90 AARTO 01 notices per month during 2015-2016 in comparison with an average of 0.91% in 2014-2015, which is an increase of 0.17%.



The average number of AARTO 03 camera captured infringement notices per Traffic Officer in the JMPD area in the month that the infringement was committed during the financial year from 1 April 2015 to 31 March 2016 in comparison with the same period the previous year, is shown in the table below.

AARTO 0	3 Infringem		JMPD	
Number o	า			
Month	2014-2015	2015-2016	Change	% change
Apr	1 928.00	2 354.15	426.15	22.10%
May	1 937.49	2 455.01	517.52	26.71%
Jun	1 681.09	2 124.84	443.75	26.40%
Jul	1 705.09	2 392.79	687.70	40.33%
Aug	1 672.11	2 471.55	799.44	47.81%
Sep	1 800.92	2 348.53	547.61	30.41%
Oct	2 088.72	2 345.55	256.83	12.30%
Nov	1 702.69	2 467.16	764.47	44.90%
Dec	1 834.18	2 307.99	473.81	25.83%
Jan	1 768.17	2 483.73	715.56	40.47%
Feb	2 088.55	2 586.59	498.03	23.85%
Mar	2 377.61	2 499.92	122.31	5.14%
Mnth Av	1 870.85	2 401.27	530.42	28.35%

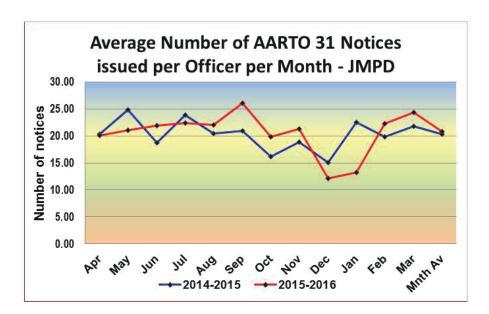
- The average number of AARTO 03 notices issued per officer per month increased by 530.42 (28.35%) from 1 870.85 in 2014-2015 to 2 401.27 per month in 2015-2016;
- The month with the largest increase on a percentage basis is August 2015 when the average number of notices per officer increased by 799.44 (47.81%) from 1 672.11 in 2014-2015 to 2 471.55 per month.



The average number of AARTO 31 unattended vehicle notices issued per Traffic Officer in the JMPD area in the month that the infringement was committed during the financial year from 1 April 2015 to 31 March 2016 in comparison with the same period the previous year, is shown in the table below.

AARTO 3	JMPD					
Number of notices issued per officer per Month						
Month	2014-2015	2015-2016	Change	% change		
Apr	20.33	20.12	-0.21	-1.02%		
May	24.78	21.02	-3.76	-15.16%		
Jun	18.69	21.92	3.22	17.25%		
Jul	23.81	22.42	-1.39	-5.84%		
Aug	20.43	22.04	1.61	7.86%		
Sep	20.98	26.09	5.11	24.36%		
Oct	16.16	19.83	3.67	22.68%		
Nov	18.82	21.25	2.43	12.91%		
Dec	15.09	12.12	-2.97	-19.69%		
Jan	22.53	13.29	-9.24	-41.02%		
Feb	19.82	22.30	2.48	12.52%		
Mar	21.80	24.30	2.50	11.47%		
Mnth Av	20.27	20.82	0.54	2.69%		

- The average number of AARTO 31 notices issued per officer per month increased by 0.54 (2.69%) from 20.27 in 2014-2015 to 20.82 per month in 2015-2016;
- The month with the largest increase on a percentage basis is September 2015 when the average number of notices per officer increased by 5.11 (24.36%) from 20.98 in 2014-2015 to 26.09 per month.



## Tshwane Metropolitan Police Department (TMPD)

The average number of AARTO 01 handwritten notices issued per Traffic Officer in the TMPD area in the month that the infringement was committed during the financial year from 1 April 2015 to 31 March 2016 in comparison with the same period the previous year, is shown in the table below.

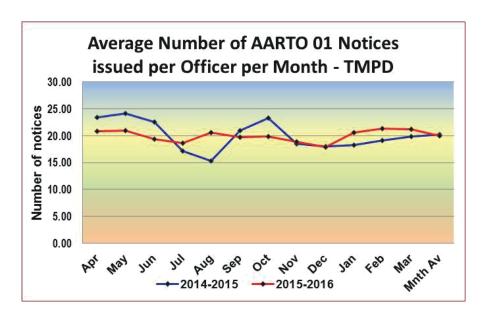
AARTO 0	TMPD					
Number of notices issued per officer per Month						
Month	2014-2015	2015-2016	Change	% change		
Apr	23.46	20.83	-2.63	-11.20%		
May	24.19	20.93	-3.26	-13.49%		
Jun	22.51	19.39	-3.12	-13.85%		
Jul	17.17	18.70	1.53	8.93%		
Aug	15.29	20.60	5.31	34.76%		
Sep	21.00	19.73	-1.27	-6.03%		
Oct	23.25	19.84	-3.41	-14.67%		
Nov	18.54	18.85	0.30	1.63%		
Dec	18.07	17.89	-0.18	-1.02%		
Jan	18.22	20.58	2.36	12.98%		
Feb	19.10	21.37	2.28	11.91%		
Mar	19.84	21.16	1.32	6.66%		
Mnth Av	20.19	20.03	-0.16	-0.78%		

The information in the table above indicates as follows:

• The average number of AARTO 01 notices issued per officer per month decreased by 0.16 (0.78%) from 20.19 in 2014-2015 to 20.03 per month in 2015-2016;

• The month with the largest increase on a percentage basis is August 2015 when the average number of notices per officer increased by 5.31 (34.76%) from 15.29 in 2014-2015 to 20.62 per month.

The information in the table above is also reflected in the graph below.



The information in the table below shows the percentage (%) of officers within the TMPD traffic force that recorded the number of AARTO 01 Notices within the "number of notices" group during the year under review in comparison with the previous year.

AARTO 0	TMPD					
% officers issuing notices within groups						
Group	2014-2015	2015-2016	Change			
0 - 10	43.45%	42.09%	-1.37%			
11 - 20	21.25%	22.14%	0.89%			
21 - 30	12.74%	13.68%	0.94%			
31 - 40	8.39%	8.77%	0.39%			
41 - 50	4.99%	5.41%	0.42%			
51 - 60	3.44%	3.07%	-0.37%			
61 - 70	2.14%	1.97%	-0.17%			
71 - 80	1.42%	1.04%	-0.38%			
81 - 90	0.86%	0.65%	-0.21%			
91 - 100	0.50%	0.31%	-0.18%			
> 100	0.83%	0.88%	0.05%			

- An average of 42.09% officers issued from 0 to 10 AARTO 01 notices per month during 2015-2016 in comparison with an average of 43.45% in 2014-2015, which is a decrease of 1.37%;
- An average of 8.77% officers issued from 31 to 40 AARTO 01 notices per month during 2015-2016 in comparison with an average of 8.39% in 2014-2015, which is an increase of 0.39%; and