

DIVISION OF REVENUE ACT - IMPLICATIONS FOR ROAD SAFETY AUDITS AND ASSESSMENTS: AN UPDATE REGARDING THE COTO PROCESS FOR SARSAM TRH29

L MALAPANE, S FULUFHELO, M TURWANA, B MBOTHO and N GREY

Department of Transport: Road Safety and Engineering Standards
Email: MalapanL@dot.gov.za; MathaguS@dot.gov.za; TurwanaM@dot.gov.za;
MbothoB@dot.gov.za; GreyN@dot.gov.za

ABSTRACT

South Africa is advancing towards a more structured and professional approach to road safety audits. The alignment of funding mechanisms, updated technical guidelines, ensures a comprehensive strategy to reduce road traffic injuries and fatalities. Continued collaboration between government bodies, professional organizations, and training institutions is essential to sustain and enhance these efforts.

Road safety audits (RSAs) and assessments in South Africa are undergoing significant reforms, influenced by the Division of Revenue Act (DoRA), the Technical Recommendations for Highways (TRH) 29 - i.e. the South African Road Safety Assessment Methods (SARSAM). These developments aim to enhance road safety through structured audits and formalized practices.

The DoRA allocates funds to provinces, with specific conditions tied to road safety performance indicators. The Department of Transport (DoT) has introduced transversal indicators for provinces, emphasizing the number of RSAs conducted on new, upgraded, and rehabilitated roads. These indicators align with the Safe System Approach, which underpins the updated SARSAM guidelines.

This presentation aims to provide an overview of Implications of the DoRA and the practice note on Road Safety Audits and Assessments in South Africa and T he COTO process for developing technical standards with special reference to the status of ratification of TRH 29 - South African Road Safety Assessment Methods (SARSAM).