

National Assembly:

Question Number: 3411

Mr M S F de Freitas (DA) to ask the Minister of Transport:

(a) What is the total number of (i) promotional buses, (ii) mobile offices and (iii) other such vehicles that are owned by (aa) his department and (bb) the entities reporting to him in each province, (b) what is the purpose of each specified vehicle in each instance, (c) how is the efficiency and effectiveness of each vehicle measured and (d) what costs are involved for each vehicle?

NW3900E

REPLY:

Department

(a) (i)(ii)(iii) The Department does not own such vehicles.

(aa)(b)(c)(d) Not applicable

Air Traffic and Navigation Services SOC Limited (ATNS)

a (i) Only 1 vehicle 3D, Air Traffic Control 3D Mobile Simulator (ii) None (iii) None (aa) N/A (bb) None (b) to provide awareness on air traffic control and associated equipment for (career awareness in Air Traffic Management), (c) Air Traffic Management and associated Aeronautical Engineering is rarely known. Awareness campaigns are improving the understanding of ATNS core business and Career Awareness to learners at schools. Number of schools visited or number of people who visited the simulator and shown the process (d) The Mobile Simulator was purchased at a price of R1,2 million. Other costs are operating costs (Fuel and tolls)

South African Civil Aviation Authority (SACAA)

(a)(bb) The South African Civil Aviation Authority does not own any (i) promotional buses, (ii) mobile offices and (iii) other such vehicles. (aa) N/A (b) N/A (c) N/A (d) N/A.

Airports Company South Africa SOC Limited (ACSA)

Airports Company South Africa SOC Ltd (ACSA) does not own any promotional buses or mobile offices. It does however have operational vehicles that operate mostly on the airside of the airports. These would include the following:

Fire & Rescue vehicles that are used for any eventuality at the airports but more specifically to assist in event of aircraft emergencies. Depending on the Category of the airport the number of vehicles will differ to ensure that the appropriate volumes of water, foam and powder is available in the event of an incident.

Maintenance vehicles used for activities around the airport. ACSA does first line maintenance in-house in the areas of electrical and civil maintenance.

Marshalling vehicles used by staff assigned to guide aircraft into the parking bays. The number of vehicles differ per airport depending on the number of flights that need to be handled, ORTIA does just over 300 arriving aircraft per day.

Vehicles used by the training academy to transport staff to and from their place of work for regulated training.

All ACSA vehicles are properly marked with signage, strobe lights and all decals as per Aviation standards. The vehicles are therefore very visible and also tracked. A full vehicle management system is in place through which we manage the distance travelled per month, the average fuel consumption, damage to vehicles and areas of operation.

Cross-Border Transport Agency (C-BRTA)

(a)(i)(ii) The (bb) Cross-Border Road transport Agency (C-BRTA) does not own any promotional buses, mobile offices and (iii) any such vehicles (b), (c), and (d) are not applicable as no promotional buses, mobile offices and any such vehicles are owned by the C-BRTA.

Road Accident Fund (RAF)

(a)(i)(ii) The (bb) Road Accident Fund (RAF) does not own any promotional buses, mobile offices and any such vehicles (b), (c), and (d) are not applicable as no promotional buses, mobile offices and any such vehicles are owned by the RAF.

Road Traffic Management Corporation (RTMC)

(a)(i)(ii) The (bb) Road Traffic Management Corporation does not own any promotional buses, mobile offices and any such vehicles (b), (c), and (d) are not applicable as no promotional buses, mobile offices and any such vehicles are owned by the RTMC.

Road Traffic Infringement Agency (RTIA)

(a) The (bb) Road Traffic Infringement Agency does not own any (i) promotional buses and (iii) such vehicles (ii) owns 05 AARTO Mobile Offices.

(b) The mobile offices bring all AARTO services to motorists; a road safety awareness drive in the form of a "Know Your Traffic Fine Status" campaign; The aim of the campaign is to assist road users with tracking of their traffic fines and managing them; To advise motorists are also about available payments platforms such as banks, Post Office, Registering Authorities (RA's) and Driving Licence Testing Centres (DLTC's); The Points Demerit System; Enforcement Orders; Available options to an alleged infringer after receiving an infringement notice.

(c) The consolidated monthly statistics reports about members who have been assisted through the AARTO mobile offices; The mobile offices covers country wide communities (All Provinces); Payments can be made at in the mobile offices for those with outstanding fines;

(d) Total costs for the 5 buses is R 27.7 million

South African National Roads Agency Limited (SANRAL)

(a)(i)(ii) The South African National Roads Agency Limited (SANRAL) owns none of (i) promotional buses, (ii) mobile offices

(iii) Other Vehicles are Freeway Management Services provided on the Gauteng road network as part of GFIP:

23 Mobile Policing Vehicles (MPV) purchased in 2010 for Gauteng Freeway Improvement Projects (operated by the Department of Community Safety (GDCS).

10 Incident Response Units (IRUs),

10 Light Towing Recovery Units (LTRUs),

8 Heavy Towing Recovery Units (HTRUs),

6 Medical Response Units (MRUs), and

6 Motorcycle Medical Response Units (MMRUs)

(b) **Mobile Payment Stations** - The purpose of the mobile payment stations is to provide Customer Service to road users i.e. taking and receiving payments of E-Toll Accounts to Customers/E-toll users, and account registrations and do promotions on the GFIP network and to do joint Enforcement deployments with policing vehicles for number plate and other traffic offences.

Medical Response and Light and Heavy Towing

The primary responsibility of the IRUs is to respond to an incident, cordon off the scene and ensure the safety of the motorist and victims.

The primary responsibility of the LTRUs and HTRUs are to remove stationary vehicles in or overhanging a travel lane and take them to an area of the road network where traffic is not obstructed.

The primary responsibility of the MRUs and MMRUs is to provide intermediate life support services.

Mobile Policing Vehicles - The purpose of the Policing vehicles is to do normal traffic patrolling and enforcement deployments on the GFIP network.

- (c) **Efficiency and Effectiveness (MPS's)** - The Customer service deployments are measured in accordance with performance requirements set in the contract.

Efficiency and Effectiveness (Medical Response and Light and Heavy Towing)

Each category of vehicles (i.e. IRU, MRU/MMRU, L) have target response times. Example, the target response time for IRUs are less than 11.2 minutes.

The average response times to an incident of all IRUs in a month is calculated. Should the average response time be more than 11.2 minutes the Main Contractor is penalized (in terms on the monthly fee), similar if its less than 11.2 minutes the Main Contractor is rewarded.

The other categories of vehicles are measure similarly. Each have their own target response times.

Efficiency and Effectiveness (MPV's) - The contractor is expected to provide a minimum of 18 operational vehicles per day to undertake roads safety and law enforcement activities in accordance with an agreed strategy.

- (d) **Costing (MPS's)**

Purchase cost of fully equipped vehicle = R1 471 254.00

Monthly Operations: Vehicle and equipment maintenance and operational costs are paid according to contracted payment rates. Average monthly cost of 10 Mobile payments stations is R376 000

Costing (Medical Response and Light and Heavy Towing)

Purchase cost of fully equipped vehicles:

- LTRU: R7 038 500 (total cost for all 10 vehicles – 2011)
- HTRU: R15 523 496 (total cost for all 8 vehicles – 2011)
- IRU: R6 317 500 (total cost for all 10 vehicles – 2011)
- MRU/MMRU: R323 800 (total cost for all 6 vehicles – 2011)

Operation and Maintenance per month (operations, maintenance of vehicles, staffing, travel kilometers, replacement of emergency equipment as and when required)

- LTRU: R500 000 (fully inclusive – all costs as described above for all the vehicles, 2010)
- HTRU: R640 000 (fully inclusive – all costs as described above for all the vehicles, 2010)
- IRU: R700 000 (fully inclusive – all costs as described above for all the vehicles, 2010)

- MRU/MMRU: R768 000 (fully inclusive – all costs as described above for all the vehicles, 2010)

Costing (MPV's)

Purchase cost of fully equipped vehicle = R229 751.00 per vehicle (2010)

Operational Costs - Average monthly cost of 23 Mobile police vehicles is R475 000

Railway Safety Regulator (RSR):

- (a) (i) The RSR does not own any promotional buses
- (ii) The RSR does not own any mobile offices
- (iii) The RSR does not own any other such vehicles

- (b) Not applicable. Refer to (a) (i) – (iii)

- (c) Not applicable. Refer to (a) (i) – (iii)

- (d) Not applicable. Refer to (a) (i) – (iii)

Passenger Rail Agency of South Africa (PRASA):

- (a) (i) PRASA does not own any promotional buses
- (ii) PRASA does not own any mobile offices
- (iii) PRASA does not own any other such vehicles

- (b) Not applicable. Refer to (a) (i) – (iii)

- (c) Not applicable. Refer to (a) (i) – (iii)

- (d) Not applicable. Refer to (a) (i) – (iii)

Ports Regulator of South Africa (PRSA)

- (a) (i) The Ports Regulator does not own promotional buses, (ii) No mobile offices, (iii) No other such vehicles. (bb) The Ports Regulator does not have provincial offices as there's only one office in the country.
- (b) N/A
- (c) N/A
- (d) N/A

South African Maritime Safety Authority(SAMSA)

The South African Maritime Safety Authority (SAMSA) response is as follows:

Total number Question (a) (i)	Description Question (a) (ii)	Costs of vehicles (2016/2017 financial year) Question (a) (iii)	Costs of (2017/2018 financial year) Question (a) (iii)	Costs of vehicles (2018/2019 financial year) Question (a) (iii)	What is the purpose of each of the specified vehicles Question (b)
5					
	Toyota Hilux SC 2.7 VVTI RB SX	R315 000.01			Transporting of staff and official passengers, collecting and delivering of parcels and documents at various places; travelling to training venues, meetings and other official matters, travelling to places to inspect/survey vessels and investigate incidents, travelling to oil pollution incidents
	Toyota Corolla 1.6 Prestige x 2		R275 617.80		Transporting of staff, Board Members and official passengers, collecting and delivering of parcels and documents at various places; travelling to training venues, meetings and other official matters, travelling to places to inspect vessels and investigate incidents

	Toyota Corolla 1.6 Prestige		R275 617.80		Transporting of staff, Board Members and official passengers, collecting and delivering of parcels and documents at various places; travelling to training venues, meetings and other official matters, travelling to places to inspect vessels and investigate incidents
	Ford Ranger Wildtrack 3.2 TDCI Double Cab		R507 143.82		Transporting of staff and official passengers, collecting and delivering of parcels and documents at various places; travelling to training venues, meetings and other official matters, travelling to places to inspect/survey vessels and investigate incidents, travelling to oil pollution incidents
	Toyota Hilux 4.0 V6 D/C 4x4 Raider Automatic			R395 748.26	Transporting of staff and official passengers, collecting and delivering of parcels and documents at various places; travelling to training venues, meetings and other official matters, travelling to places to inspect/survey vessels and investigate incidents, travelling to oil pollution incidents