

The SAICE Transportation Division listens to its members and the youth

INTRODUCTION

In an attempt to gauge the perceived efficacy and role of the SAICE Transportation Division Committee from the wider transport community, a survey was conducted in 2016. The survey was structured to address various key areas of responsibility of the Division, and was targeted at the following two main transport sector groups:

- SAICE Transportation Division membership
 - Academic institutions nationally.
- The purpose of the endeavour was to potentially realign the focus of the SAICE Transportation Division Committee to the perceived needs of wider industry stakeholders who have an interest in transportation.

The survey used a Survey Monkey platform and was conducted over a period of one month for each selected

grouping. The survey was initially piloted internally with members of the committee to ensure that the questions were clear and achieved the intended objectives of the survey.

Data analytics were provided by SAICE National Office, and raw data was later sourced to enable the SAICE Transportation Division Committee to undertake further analysis of the survey outcomes.

A summary of the key outcomes of the survey is provided below, divided into the two groups that were surveyed.

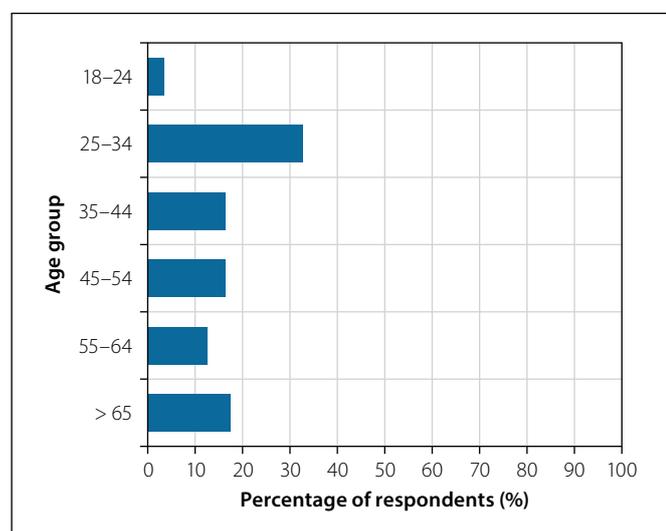
MEMBER SURVEY

- Members aged 25 to 34 were the group with the greatest response rate.
- 67% of respondents were employed in the consulting engineering sector.
- The low response rate from the public sector is of concern, given the

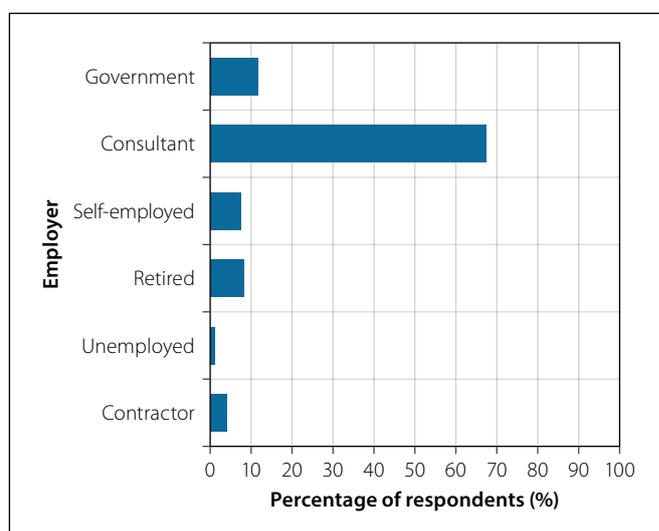
The purpose of the endeavour was to potentially realign the focus of the SAICE Transportation Division Committee to the perceived needs of wider industry stakeholders who have an interest in transportation.

importance of this sector in identifying the planning and infrastructure needs of the wider community.

- 52% of the respondents were non-responsive to the question of whether the Transport Engineering Division is worthwhile, which may indicate a level of apathy associated with the role of the Division.
- The survey seemed to suggest that the role of transportation is better



Graph 1 Respondent profile by age



Graph 2 Respondent profile by employer

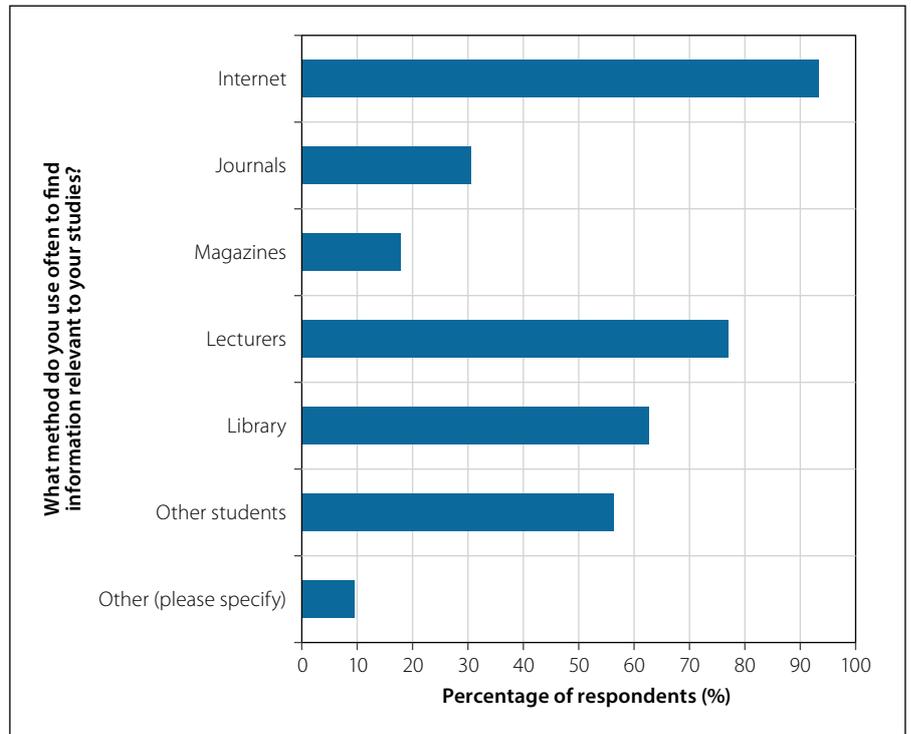
understood by older members of the Transportation Division.

- Regular roadshows may be a means to better market the role of the Division and its significance to the wider community.
- There is a perception that the Division needs to play a more meaningful role in informing government policy on transport.
- The Transportation Division needs to promote technical knowledge more actively to the membership, and be a portal for the latest transport trends and best practice.
- The Division needs to be more active in promoting skills development in the transportation sector, particularly to those responsible for key decision-making in this sector.
- The committee needs to actively peer-review emerging industry best practice and, where deemed necessary, influence this for the better.
- The development of national standards for transportation, and associated documentation (manuals, guidelines, etc), should be driven or influenced by the committee of the Transportation Division.

STUDENT SURVEY

- The Transportation Engineering Division needs to embrace technology as a means of interacting and communicating with all members, particularly young members.
- The Division's website should be a portal for technical knowledge and available documentation on matters affecting transportation.
- The youth are not clear on the role of the SAICE Transportation Engineering Division and our relevance to them.

The fragmented nature of transport 'ownership' results in misalignment between planning and implementation, and the survey seems to point to the possibility that this overarching role could be performed by the SAICE Transportation Engineering Division.



Graph 3 Information by source

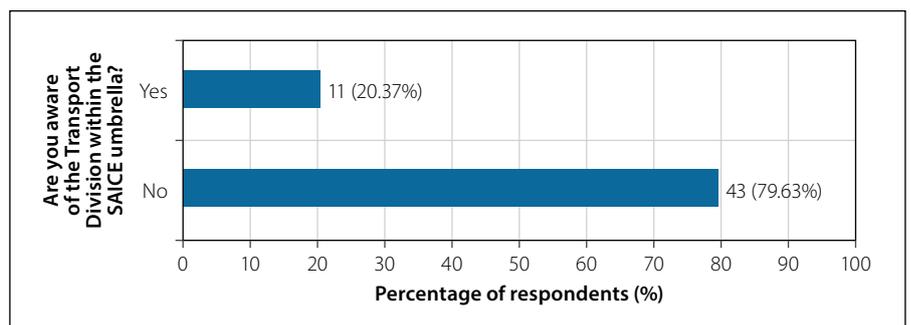
CONCLUSIONS

The survey results seemingly point to an existing void in the transport fraternity with regard to a viable mouthpiece for matters affecting transportation in South Africa. The fragmented nature of transport 'ownership' results in misalignment between planning and implementation, and the survey seems to point to the possibility that this overarching role could be performed by the SAICE Transportation Engineering Division.

Furthermore, it would seem that industry is lacking an owner of best practice reference material related to transport in general. Many authorities and entities are undertaking research and studies in similar or overlapping areas, and the resulting duplication leads to ineffective deployment of limited resources. An entity that recognises where areas of common interest could be consolidated to the benefit of the industry

(and the country in general) seems to have been identified as a need. This role could be considered as part of a nationally driven initiative through either, for instance, the National Department of Transport, or alternatively SAICE as a keeper of the wider transport fraternity's interests.

Another area of concern that was raised is the need for SAICE's Transportation Division to remain current regarding technological developments so that it can serve as an information driver and further grow its role as a current and future transportation force. This could range from using technology to maximise efficiency in the design of transportation interventions, to recognising how technology will transform operational aspects related to the advent of technologies such as Autonomous Vehicles and Artificial Intelligence in the world of tomorrow. □



Graph 4 Respondent awareness of SAICE Transportation Engineering Division