

**THE POINTS DEMERIT
SYSTEM: AN INDUSTRY
VIEW**

Background

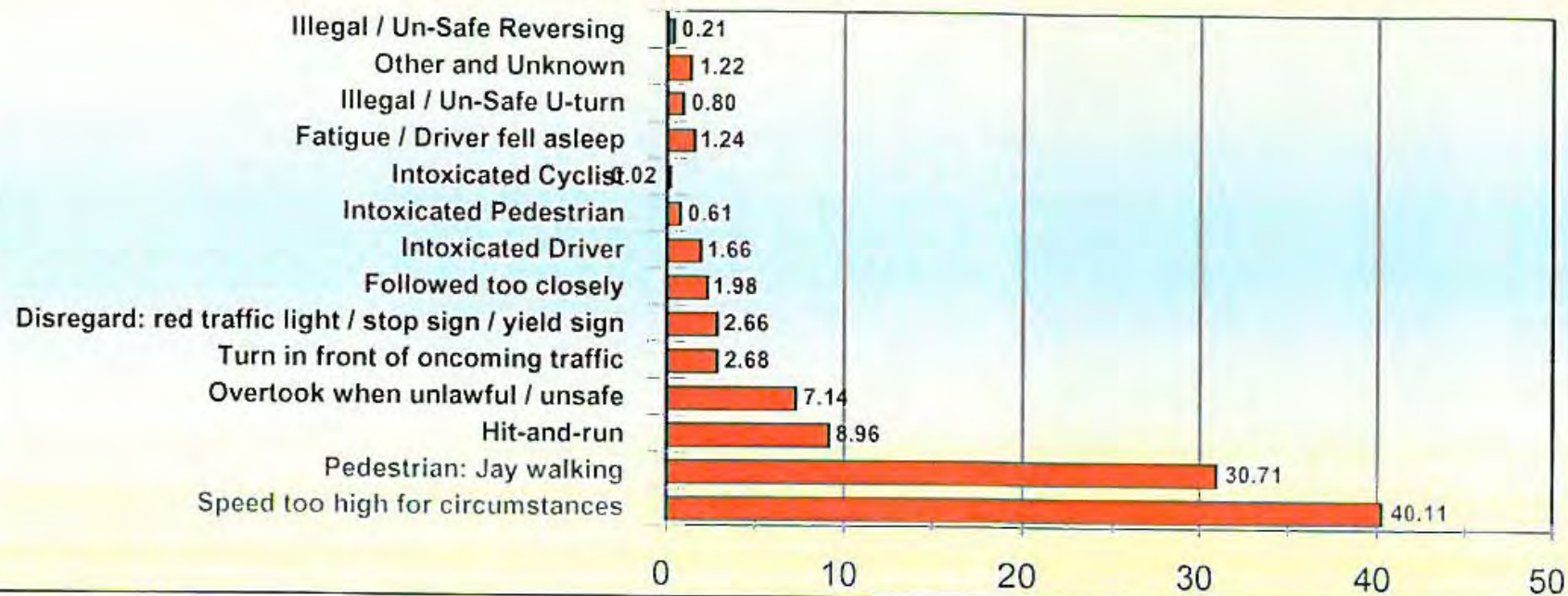
- ⦿ About 39 people die on SAs roads per day
- ⦿ The major contributory factors* to the 2010/11 festive season fatal crashes include:
 - Speeding
 - Overtaking when not safe to do so
 - Fatigue
 - Overloading
 - Tyre burst

Human Factors in Fatal Crashes (RTMC Traffic Report March 2011)

Table 53: Percentage Contribution per Human Factor: 2009/10 and 2010/11

Human Factors	2009/10: % of Group	2010/11: % of Group
Speed too high for circumstances	36.77	40.11
Pedestrian: Jay walking	33.39	30.71
Hit-and-run	8.58	8.96
Overtook when unlawful / unsafe	7.08	7.14
Turn in front of oncoming traffic	3.67	2.68
Disregard: red traffic light / stop sign / yield sign	3.10	2.66
Followed too closely	2.42	1.98
Intoxicated Driver	1.88	1.66
Intoxicated Pedestrian	0.63	0.61
Intoxicated Cyclist	0.06	0.02
Fatigue / Driver fell asleep	1.22	1.24
Illegal / Un-Safe U-turn	0.73	0.80
Other and Unknown	1.02	1.22
Illegal / Un-Safe Reversing	0.52	0.21

% Contribution to Crashes : Human

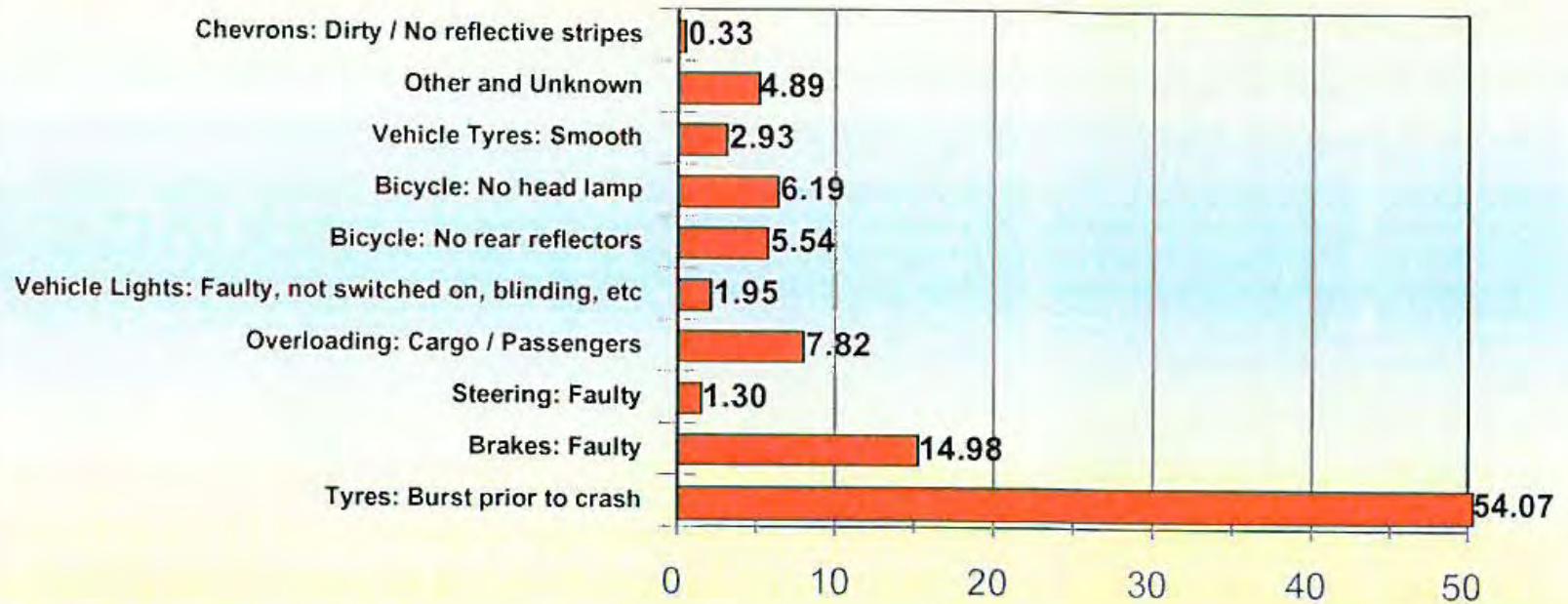


Vehicle Factors in Fatal Crashes (RTMC Traffic Report March 2011)

Table 54: Percentage Contribution per Vehicle Factor: 2009/10 and 2010/11

Vehicle Factors	2009/10: % of Group	2010/11: % of Group
Tyres: Burst prior to crash	45,85	54.07
Brakes: Faulty	23,75	14.98
Steering: Faulty	21,43	1.30
Overloading: Cargo / Passengers	4,14	7.82
Vehicle Lights: Faulty, not switched on, blinding, etc	2,33	1.95
Bicycle: No rear reflectors	2,49	5.54
Bicycle: No head lamp	5,15	6.19
Vehicle Tyres: Smooth	2,53	2.93
Other and Unknown	3,76	4.89
Chevrons: Dirty / No reflective stripes	0,59	0.33

% Contribution to Crashes : Vehicles

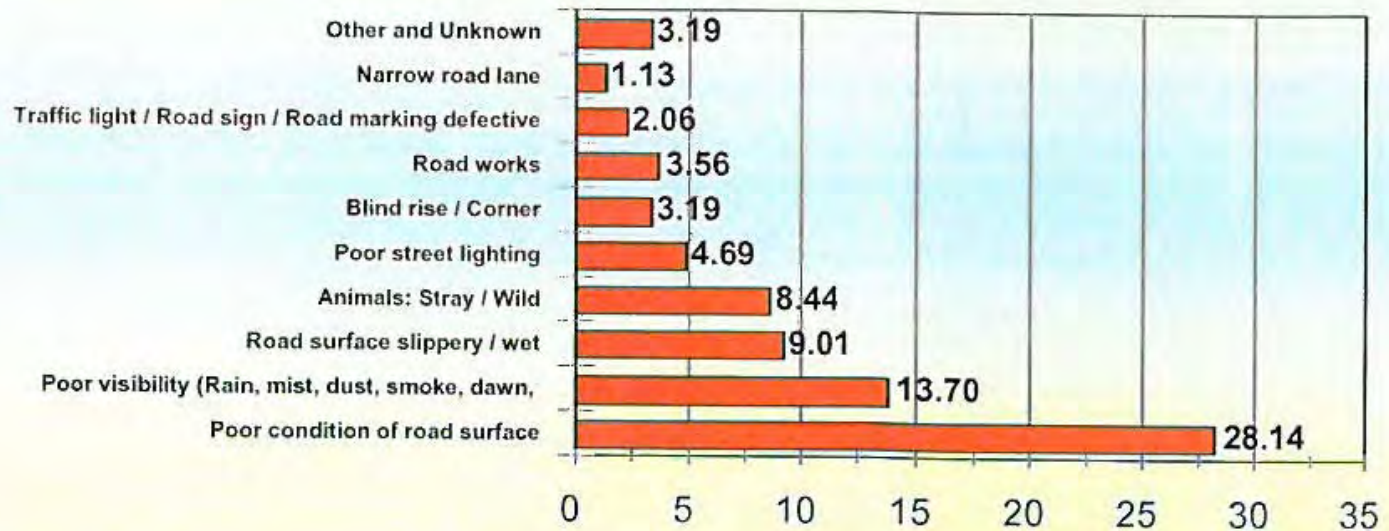


Road Factors in Fatal Crashes (RTMC Traffic Report March 2011)

Table 54: Percentage Contribution per Road Factor: 2009/10 and 2010/11

Road & Environment Factors	2009/10: % of Group	2010/11: % of Group
Poor condition of road surface	23,03	28.14
Sharp bend	34,14	22.89
Poor visibility (Rain, mist, dust, smoke, dawn,	18,99	13.70
Road surface slippery / wet	14,14	9.01
Animals: Stray / Wild	7.3	8.44
Poor street lighting	6,46	4.69
Blind rise / Corner	3,01	3.19
Road works	3,23	3.56
Traffic light / Road sign / Road marking defective	1,09	2.06
Narrow road lane	1,01	1.13
Other and Unknown	3,01	3.19

% Contribution to Crashes : Roads



SABOAs view on traffic safety

- We are in favour of efforts to reduce the carnage on our roads
- Bus companies spend large amounts on driver training and re-training annually
- Major focus on vehicle maintenance and other safety related aspects
 - SABOA has a permanent technical committee that works with the SABS regarding vehicle design, technical issues etc. Vehicle manufacturers are all represented on this committee
 - All buses go through a Certificate of Roadworthiness test twice per year
 - A number of operators are introducing the RTMS system

SABOAs view on the PDS

- ⦿ A PDS will go a long way in changing driver behaviour
- ⦿ The success of the system will depend on its enforceability as well as resources dedicated to make the system work
- ⦿ The system should focus on the main contributors to road traffic accidents
- ⦿ The SA PDS focuses on the **driver** and **vehicle** fitness
- ⦿ It appears as if systems internationally tend to focus mainly on the driver element

Some examples of a major focus on the driver element

- Ontario, Canada
- State of Nevada, USA
- Vic Roads, Australia
- New Zealand

It appears as if the PDSs in these countries are in particular focused on the **major offences** that lead to traffic accidents.

The major focus appears to be on speed, drunken driving, driver fatigue, reckless driving, disobeying traffic signs etc.

SABOAs view on the PDS

- In our opinion the current SA system is “overdesigned” and too onerous as it focuses on the driver **and the vehicle** with many vehicle offences carrying both a points penalty and fine
- There are more than 2000 offences that carry demerit points
- Vehicle technical offences should rather be penalised through fines

Other concerns with the PDS

- ⦿ Operators will have to keep track of driver demerit points – access to the system should be free
- ⦿ Management of the driver's demerit points will add a significant admin burden on business
- ⦿ The demerit points discriminate against larger fleets – in excess of 120 vehicles every additional vehicle only gets 6 points

SABOAs view on the PDS

- ⦿ We would like to see the system kicking off with a focus on the driver element (with a focus on major safety related aspects) as the driver is mainly responsible for traffic accidents in the country
- ⦿ Initially, not more than 12-15 focus areas to carry demerit points – ability to fit these offences onto a roadside bill board for publicity purposes
 - This would be easier to “sell” to the public and obtain buy-in
 - Advertising the PDS system would be simplified
 - As experience with the system grows, additional areas could be added

Thank You