



**RTIA**

Road Traffic Infringement Agency

Justice in Adjudication

# *Operational Readiness & Overview of the Points Demerit System*

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# Background

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The AARTO and the Points Demerit System are a road safety intervention. The essence of the AARTO is basically four-fold:

- ✓ Enforce compliance to all road traffic laws;
- ✓ Adjudicate over offence disputes;
- ✓ Educate road users;
- ✓ Change non-compliant behaviour.

**Note:**

**Refer to Chapter 1 section 2 of the Act**

# Background

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- The first two objects are reactive
- They are based on pre-determined legislative measures, which are punitive in nature
- The last two objects are more proactive
- They deal with the attitude & behaviour of road users
- They seek to establish a sustainable and long-lasting culture of compliance

# Overview of the Points Demerit System

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## Underlying objectives

The Points Demerit System is based on scientifically proven methods

- ✓ Targeted towards road safety increase
- ✓ Provides for an easy identification of non-compliant behavior
- ✓ It is not only punitive but rehabilitative in nature

## Framework

- ✓ Provided for under section 24 of the Act
- ✓ Processes are incorporated under sections 25 to 28
- ✓ Procedures are provided for in the regulations
- ✓ It can be used as a tool for risk management and deterrence

# Overview of the Points Demerit System

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## General principles

Demerit points are allocated to infringers as follows:

- ✓ Upon payment of penalty for road traffic offence
- ✓ If one is found guilty in court or traffic offence
- ✓ Upon issuance of an Enforcement Order

Refer to section 24(2)

# Overview of the Points Demerit System

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## General Principles

- ✓ In the case of 2 or more infringements in the same case, points will only be allocated for the infringement with the highest point value (section 24(3))
- ✓ In applicable cases when driver pays the penalty, points will automatically be allocated to operator (infringement notice will be generated and served) (section 24(3))

# Overview of the Points Demerit System

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## General Principles

- ✓ The Points Demerit thresh-hold resulting in suspension & cancellation is 12 points (Regulation 24(3))
- ✓ Demerit points will be reduced by 1 point for every 3 months during which no points were incurred (Section 28)

### Note:

- ❖ Acceptance of the thresh-hold increase to 15, 18 or 20
- ❖ Reduction of the number of offences attracting demerits
- ❖ Regulations to be updated after Amendment Bill promulgated



# Overview of the Points Demerit System

## Operational Implications

- ✓ Motorists must always keep their records updated
- ✓ Suspended licences and operator cards will impact on operations
- ✓ PDS will impact labour and business relations
- ✓ Payment of penalties on behalf of drivers must be with their consent
- ✓ Driver's permission required to access demerit status
- ✓ All entities must have accurate records management system
- ✓ Real-time, online system validations will be available for users

# Overview of the Points Demerit System

## Operational Readiness

- ✓ The IT platform is developed and continuously enhanced
- ✓ The system is based on providing real-time, on-line access to users
- ✓ User access varied & dependent on their role
- ✓ Stakeholder empowerment and system interfaces developed
- ✓ Upon promulgation of AB, electronic service will provide for seamless integration and service of documents, uploading and management of notices
- ✓ Empowerment workshops implemented across the country to stakeholders & on-going

# Overview of the Points Demerit System

## Implementation Timelines



- ✓ AARTO Amendment Bill approved by Parliament – 2017?
- ✓ Supporting Regulations published after Bill approved – 2017?
- ✓ National rollout ???
- ✓ Points Demerit System rollout???

## Conclusion

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- ✓ The Points Demerit System has been proven to be an effective tool around the world
- ✓ It must however, be practical & simple
- ✓ It must be supported by effective education, enforcement & rehabilitation for lasting, sustainable results

