

## SAICB UPDATE

### IN BRIEF....

Dräger  
No of lists: 14  
Records: 955  
Hits : 364

SAPS 13  
Number of lists: 29  
Records: 736  
Hits : 29

Tracker  
Number of lists:114  
Records:426  
Hits : 12

DATA Dot  
Number of lists:3  
Records: 159  
Hits : 159 Data Dot and 20 other

Enquiries  
Enquiries: 12  
Replies: 131

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### SAICB UPDATE

The SAICB has focused primarily on the three projects currently being rolled out country wide during the last month —namely the pounds cleanup and personnel training, the cross border initiatives and the cloned vehicles initiatives. These projects are all going extremely well and detailed reports will be sent out once the first phase of each of these projects are completed.

The SAICB has been working on getting the Dräger lists from outside Gauteng and KwaZulu Natal and will be receiving lists from other provinces shortly, once the partnerships have been finalised.

The Fraudline rollout has been completed for now and an increase in reports has already been experienced. The information drive will be ongoing as the need arises with our member companies and beyond.

Two of the SAICB cases are reaching completion after months of investigation and the SAICB involvement will be finalized before the end of the year—watch this space for details...

### ROAD SAFETY

The SAICB attended the IISA Conference on 23 July 2010 on the sustainability of Motor Insurance and the South African statistics on road safety and crime left a lasting and sobering impression on all those who attended.

According to Vivienne Pearson, the South African Insurance Association (SAIA) Manager responsible for Motor issues—approximately 40% of the short term insurance business is Motor related and approximately 70% of claims processed by the industry is motor related. Approximately 70% of the motor claims are accident related. This makes the issue of road safety initiatives and strategy of utmost importance to our industry.

Some of the statistics that were revealed at the Seminar:

- SA has one of the highest road traffic death tolls in the world (Info from Arrive Alive 2009)

## FRAUDLINE UPDATE

In July 2010, **165** reports were received of which 17 reports were for the short term insurance industry, 2 report was received for Brokers and 3 reports for the life industry.

Since 2002, **26728** reports have been received of which **874**

reports were for the short term industry **133** reports for the brokers and **360** reports were for the life industry.

For further information on the statistics, please contact

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## MEMBERS

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 LION OF AFRICA  
 REGENT  
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 ABSA INSURANCE  
 STANDARD BANK  
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 OUTSURANCE  
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## PARTNERS

SOUTH AFRICAN  
 INSURANCE  
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 TRANSUNION  
 FRAUDLINE  
 MEMEX  
 SAFPS  
 UNICODE  
 BACSA  
 NEWORDER  
 DATADOT  
 CGC  
 SAVRALA

## SAICB UPDATE *CONT...*

and SA Department of Transport (DOT) National Road Safety Strategy—2006 and onwards):

- ◆ The number of unlicensed vehicles on the roads is 481,000
  - ◆ The number of un-roadworthy vehicles on the roads is 377,000
  - ◆ There is a total of 970,000 expired licenses
  - ◆ There is a total of 233,000 expired Professional Driving Permits
  - ◆ 95% of road accidents are preceded by a road traffic offence
  - ◆ 14 000 lives are needlessly lost every year
  - ◆ 7 000 people are permanently disabled every year
  - ◆ 40 000 people are seriously injured every year
- The following are some of the identified causes related to these stats from DOT Strategy:
    - ◆ Poor driver behaviour and attitude
    - ◆ A “culture of impunity” results in no change of behaviour (fines)
    - ◆ Average vehicle age 10 years, average taxi age 13 years
    - ◆ Fraud and corruption
    - ◆ Lack of first class high speed roads through informal settlements and rural areas with high pedestrian activity (almost half of the fatalities are pedestrians)

**It is estimated that the cost of crashes per year leads to a loss of around R43 billion to the state, communities and individuals.**

It is therefore no surprise that the SAIA, the representative body of the majority of the short term insurers in South Africa has placed Road Safety and Motor related crime prevention initiatives as a priority area in their strategy with the formation of three Motor related Committees. Working closely with Business Against Crime SA (BACSA), Government, the SAICB, the motor industry and other related organizations, the SAIA has been proactively supporting activities that address the causes of our horrific crime and road safety statistics.

This issue of the Newsletter looks at the strategies being adopted internationally to address Road Safety and what we can learn from these initiatives. The true extent of the problem in South Africa is laid bare when compared to the road deaths and statistic internationally and should give us all serious pause for thought and hopefully spur us all on to do something as an industry and as individuals, to curbs these horrific statistics..

## ARTICLE—DRUNK DRIVING

### DRINK –DRIVER JAILED FOR LIFE IN THE US AFTER CLOCKING UP HIS NINTH OFFENCE

A 52-year-old US man has become the first motorist to be jailed for life for drunk-driving. Bobby Stovall was told he will die in prison after receiving his ninth drunk-driving conviction. Prosecutors in Texas had demanded a harsh punishment as they feared the jobless builder

## ARTICLE—DRUNK DRIVING *CONT...*

would eventually kill someone if he were ever allowed to drive again.

"This is someone who very deliberately has refused to make changes and continued to get drunk and get in a car - and before he kills someone, we decided to put him away," said Williamson County district attorney John Bradley. Judge Billy Ray Stubblefield agreed and locked Stovall up for life.

Although some drink drivers have been jailed for life for causing deaths, legal experts say this is the first time in the world that a motorist has been given the sentence for the basic offence. Stovall had been facing up to five years in jail after being arrested in July 2009 when he crashed his truck into another vehicle. Witnesses said he had been weaving in and out of traffic before hitting another vehicle and injuring his female passengers in Round Rock, Texas. Stovall was found to be four times over the drink drive limit.

He initially failed a roadside test and later a blood alcohol test after being arrested. A dashcam video from the arresting officer's police car caught Stovall losing his balance during the roadside sobriety test as he attempted to walk in a straight line. Stovall was convicted by a jury, and after the judge heard it was his ninth conviction decided to impose the tough sentence.

Prosecutors said Stovall had failed to learn his lesson from his previous convictions. "He basically walked through the penal code for the past twenty years without any regard for safety or society," said Bradley. "In every single one of his cases he had an opportunity to change.

"I think that the ninth time you get caught and punished for drink driving you would have found some way of not getting in that car." In the UK, drunk drivers are sentenced to six months' imprisonment for a first offence. Causing death by drink driving carries a maximum sentence of 10 years. The life sentence was condemned as being too harsh by one lawyer involved in drunk drive cases.

"This guy has a disease, he is an alcoholic and this isn't the kind of situation where he's acting with malice to hurt people," said lawyer Lawrence Taylor who is author of Drunk Driving Defence. Taylor said Stovall should have been given a spell in rehab rather than "ending his life". "You're essentially doing just that, ending this man's life, at the expense of taxpayers," he said.

But prosecutors in Williamson County are proud of their Texas-style justice. "It's a big dodge to focus on the disease and not the crime," said Bradley. "It's a huge social excuse for dangerous conduct. "If this guy was using a shotgun to shoot lights randomly around his neighbourhood I doubt we'd be getting criticised for the sentencing.

"In this case he's simply using his truck as his weapon." - Daily Mail

**THANK YOU TO THE DAILY MAIL AND PAUL THOMPSON FOR PERMISSION TO USE THIS ARTICLE THAT APPEARED ON THE DAILY MAIL WEBSITE ON 3 AUGUST 2010. <http://www.dailymail.co.uk/news/worldnews/article-1303298/Repeat-offender-person-life-drink-driving-ninth-conviction.html>**

## CONTACT

For further information or if you wish to reproduce any of the articles in this Newsletter, please contact :

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## ARTICLE—ROAD SAFETY (CANADA)

### MAKING ROADS SAFER—CANADA

#### McGuinty Government Improving Road Safety

Starting November 2010, a new system will help improve road safety by keeping uninsured vehicles off Ontario's roads. A new electronic verification system, developed by the province and the Insurance Bureau of Canada will provide on-the-spot confirmation of valid insurance coverage during the license plate renewal process. The ability to check for insurance in real-time means fewer uninsured vehicles on Ontario's roads and less risk to other drivers. In Ontario it is mandatory for all vehicles to have valid insurance coverage. Currently, drivers are required to provide proof of valid insurance when renewing their driver's license plates.

Drivers who have insurance or vehicle-information issues in their registration information will be notified in writing approximately 120 days prior to their license plate expiration date -- giving them time to correct or update their information.

#### QUOTES

"Uninsured vehicles and their drivers put other road users at risk. That's why it's so important that we get them off our roads. Being able to check a driver's insurance coverage information in real-time will make it more difficult for these drivers to get on the road in the first place. The message is clear: to drive in Ontario, you must be insured - it's the law."

Kathleen Wynne  
Minister of Transportation

"Insurance Bureau of Canada and the automobile insurance industry in Ontario continue to work together with the Province to promote road safety in Ontario. IBC looks forward to the project launch in November as the next step in deterring uninsured vehicles on Ontario's roadways."

Ralph Palumbo  
Vice-President, Ontario, Insurance Bureau of Canada

#### QUICK FACTS

There are approximately **13.6** million registered passenger vehicles in Ontario.  
All vehicles on Ontario's roads must be insured. There are tough penalties for driving without insurance:  
- A fine of up to \$25,000 for a first offence  
- A fine of up to \$50,000 for a second offence, and the possibility of a driver's license suspension for up to one year.

**Previous initiatives undertaken by the McGuinty government to improve road safety and keep communities and families safe include the following -**

#### Combating Impaired Driving

Recent statistics show that drinking and driving collisions killed **174** people on Ontario roads in 2005. To fight impaired driving, Ontario's tough penalties include:

- Immediate 90-day driver's licence suspension at the roadside if a driver tests over the legal blood alcohol limit
- Mandatory alcohol assessment, education or treatment and follow up for convicted drinking drivers
- Ignition interlock to prevent the car from starting if a convicted drunk driver has taken a drink

## ARTICLE—ROAD SAFETY CONT...

- Taking vehicles away from those who continue to drive while suspended

### Putting A Stop To Street Racing

Ontario's tough measures for those who endanger others by speeding excessively or performing stunts on the roads include:

- Targeting street racing and stunt driving with an immediate seven-day driver's licence suspension and vehicle impoundment at the roadside
- Increasing the fine for street racing or stunt driving to \$10,000, and the minimum fine to \$2000, upon conviction
- Driver's licence suspensions of up to 10 years for a second street- racing conviction.

### Getting Ontario To Buckle Up

Since 2005, the McGuinty government has taken a number of actions to encourage Ontarians to make sure all passengers are safely secured, including:

- Making booster seats mandatory
- Requiring that children be transported in child car seats in the vehicles of caregivers, relatives and friends - not just in their parents' vehicle
- Making sure all passengers sit in a seat with a seatbelt and are properly buckled up - Introducing stiffer penalties for drivers who don't follow these rules, including a fine of \$110 and two demerit points.

### Higher Standards For Beginner Drivers

Ontario's Beginner Driver Education program is designed to teach novice drivers good driving habits and keep our roads safe including:

- Curriculum standards that place a stronger focus on improving problem attitudes and behaviours such as aggressive driving and speeding
- Tough new standards for driving instructors
- A rigorous monitoring and audit program to ensure schools are meeting Ontario's standards, including the use of "undercover shoppers"

### Safer Trucks

Ontario's stringent truck safety laws include the highest fines and sanctions for commercial vehicle offences. Recent initiatives to improve truck safety include:

- Introducing legislation to make speed limiter use mandatory to make large trucks safer by capping their maximum speed at 105 kilometres per hour.
- A restrictive condition on the truck driver Class "A" driver's licence. Effective June 16, 2008, drivers who take their Class "A" road test using smaller vehicles (i.e., a pick-up truck pulling a large recreational trailer) will be restricted to driving vehicles of similar size, and not be licensed to drive a full size tractor-trailer.

**THANK YOU TO BOB NICHOLS, SENIOR MEDIA LIAISON OFFICER, ONTARIO MINISTRY OF TRANSPORTATION FOR PERMISSION TO USE THIS INFORMATION. FOR MORE INFORMATION PLEASE GO TO : <http://news.ontario.ca/mto/en/2010/08/no-insurance-no-plate-renewal.html>**

## ARTICLE—ROAD SAFETY (EU)

### Road Safety Commission Programme 2011-2020: detailed measures (European Union)

The Commission has today, 20 July 2010, adopted an ambitious Road Safety Programme which aims to cut road deaths in Europe in half in the next decade. The programme sets out a mix of initiatives, at European and national level, focussing on improving vehicle safety, the safety of infrastructure and road users' behaviour.

#### Key figures:

- Road Safety is a major societal issue. In 2009, more than **35,000** people died on the roads of the European Union, i.e. the equivalent of a medium town—approximate population of the EU—**491,582,852**.
- For every death on Europe's roads there are an estimated 4 permanently disabling injuries such as damage to the brain or spinal cord, 10 serious injuries and 40 minor injuries.
- The estimated economic cost to society is 130 Billion Euro a year.

#### The Road Safety Programme (2011-2020) in detail

##### There are Seven Strategic Objectives

##### *1. Improved Safety Measures for Vehicles*

Much work has already been done in the period 2001-2010 with regard to "passive" safety devices for vehicles such as seat-belts and airbags. Between 2011-2020 a range of new "active safety" measures will come into force for safety equipment including:

- Mandatory electronic stability control (for cars, buses and trucks to reduce the risk of destabilising or rolling)
- Mandatory lane departure warning systems (for trucks and buses)
- Mandatory automatic emergency braking systems (for trucks and buses),
- Mandatory seat belt reminders (cars and trucks)
- Mandatory speed limiters for light commercial vehicles/vans (already in place for trucks)
- For electric vehicles, the Commission will bring forward a package of concrete measures setting technical standards for safety.
- The Commission will examine the possibility of extending the implementation of advanced Driver Assistance Systems, such as anti-collision warnings by retrofitting them to commercial and or private vehicles
- Since 2003, EU legislation has been strengthened to reduce injury risk for vulnerable groups such as pedestrians, cyclists e.g. through mandating energy absorbing car fronts and, blind spot mirrors. Further technical actions in this area will need to be examined.
- Safety of vehicles on the road – roadworthiness tests
- The Commission will strengthen EU legislation on roadworthiness tests with a view to establishing mutual recognition of roadworthiness inspections so checks in one Member State will be recognised in another.

##### *2. Building safer road infrastructure*

- European funds will only be granted to infrastructure compliant with road safety and tunnel safety Directives. This is already the case for TEN-T funding, the Commission wants to extend it as a general principle for any EU funding, for example cohesion funding.
- Examine extending the principles of existing EU legislation on infrastructure safety management to rural roads of Member States. This legislation requires that safety requirements be taken into account the planning process, pre-design and design stage when infrastructure is being developed. It also requires safety audits for infrastructure, identification of

## ARTICLE—ROAD SAFETY CONT...

black spots and inspections. Extending these principles to rural roads could be done on the basis of exchange of best practice by Member States.

### **3. Boost Smart Technology**

- The Commission will propose new technical specifications, under the ITS Directive (Intelligent Transport Systems Directive) so that data and information can be easily exchanged between vehicles and between vehicles and infrastructure (for example to enable real time information on speed limits, on traffic flows, congestion, pedestrian recognition.)
- The Commission will accelerate the deployment of e-call as well as examine its extension to motorcyclists, heavy duty trucks and buses.

### **4. Strengthening education and training for road users**

The road user is the first link in the safety chain and the one most prone to error. Whatever the technical measures in place, the effectiveness of road safety policy depends ultimately on users' behaviour. Education, training, and enforcement are essential.

The Commission will work with Member States to develop a common education and training road safety strategy. At EU level this will include, as a priority, strengthening the quality of the licensing and training system, notably by widening the EU Driving Licence Directive, to establish:

Minimum criteria for driving instructors

- The integration of accompanied driving/apprenticeship in the pre-licensing period (i.e establishing with minimum age, experience and conditions for countries which chose to use this system).
- Examining the possibility to introduce probation periods after the driving test (where tighter controls apply for newly licensed drivers)
- Examine the possibility of introducing eco-driving into theoretical and practical tests for safer, clean driving.

### **5. Better enforcement**

Effectiveness of road safety policies largely depends on the intensity of controls and compliance with safety requirements. Enforcement remains a key factor in creating the conditions for a considerable reduction in the number of deaths and injuries. Speeding, drink driving and failure to wear a seatbelt are still considered the three main killers on the road. Measures to strengthen EU wide and national enforcement controls will include:

- The development by Member States of national implementation plans (e.g. targets as regards priority issues and the intensity of controls at national level).
- EU wide awareness campaigns
- For drink driving, penalties should be accompanied by preventative measures. For example, the Commission will consider legislative measures to require mandatory use of alco-locks for specific professional cases, such as school buses, or in the framework of rehabilitation programmes (for professional and non-professional drivers) after drink driving offences.
- The biggest cross-border driving offence is still speeding. The Commission will prioritise the adoption of legally binding measures on the cross border exchange of information in the field of road safety (2008 proposed Directive) to allow for the identification and sanctioning of foreign offenders for seatbelts, speed, alcohol and traffic light offences.

### **6. Establishing a Road Injuries Target**

- Reducing the number of injuries will be a key priority action for Europe for the next decade. The Commission will develop the elements of a comprehensive strategy of action concerning road injuries and first aid, including:

## ARTICLE—ROAD SAFETY *CONT...*

- Establishing common definitions of serious and minor injuries to define targets with a view to then establishing common EU wide injuries target to integrate into 2010-2020 Road Safety Guidelines.
- Promote exchange of best practices between Member States on emergency service response to accidents, as well as establishing EU wide data collection and analysis on injuries.
- Examine the added value of developing and installing event data recorders ('black boxes'), in particular on professional vehicles, to improve technical investigations and analysis of accidents.

### **7. A new focus on Motorcyclists**

The Commission will focus particularly on motorcycles and other "powered two wheelers." (PTW) While other vehicle transport modes have shown significant decreases in fatalities and serious injuries over time, those for PTW riders have exhibited much lower decreases or remained even static.

At European level measures for powered two wheelers will be proposed:

- to introduce a number of functional vehicle safety measures like e.g. mandatory fitting of Advanced Brake Systems, Automatic Headlamp On and updated anti-tampering measures (so speed controls cannot be removed) for certain categories of PTWs
- to develop technical standards on protective equipment such as clothing, and to study the feasibility of equipping motorcycles with an airbag and/or including the airbag in the protective clothing,
- to extend EU legislation on road worthiness testing/inspections to motorbikes and other powered two wheelers (which does not exist at the moment)

### **Road safety action programme 2001-2010**

Although the ambitious target set in 2001 to halve the number of fatalities by 2010 has not been completely met, significant progress has been made. For example, the number of fatalities is expected to fall by more than 40% (compared to a 25% drop in the preceding decade). It also brought down the average level of road deaths per one million inhabitants from 113 in 2001 to 69 in 2009 for all current 27 Member States. This is close to the level of the best-performing Member States in 2001 (the UK, Sweden and The Netherlands with respectively 61, 62 and 66 deaths per one million inhabitants). The Road Safety Action Plan (2001-2010) was a strong catalyst for EU and national efforts to improve road safety.

### **More information:**

[http://ec.europa.eu/transport/road\\_safety/events-archive/2010\\_07\\_20\\_road\\_safety\\_2011\\_2020\\_en.htm](http://ec.europa.eu/transport/road_safety/events-archive/2010_07_20_road_safety_2011_2020_en.htm)

<http://europa.eu/rapid/pressReleasesAction.do?reference=MEMO/10/343&type=HTML>

EUROPA is the portal site of the European Union (<http://europa.eu>). It provides up-to-date coverage of European Union affairs and essential information on European integration. Users can also consult all legislation currently in force or under discussion, access the websites of each of the EU institutions and find out about the policies administered by the European Union under the powers devolved to it by the Treaties.

**THANK YOU TO IISE GORDTS, SECRETARIAT HELEN KEARNS, SPOKESPERSON FOR TRANSPORT (VICE-PRESIDENT SIIM KALLAS), EUROPEAN COMMISSION, FOR PERMISSION TO USE THIS ARTICLE**