

*Speech by the Senior Manager: AARTO, Mr Japh Chuwe,
on behalf of the Chief Executive Officer of the
Road Traffic Management Corporation, Mr Ranthoko Rakgoale*

*At the 41st Annual General Meeting and Conference of the
Institute of Licence Officials of Southern Africa,
Tropicana Hotel, Durban, South Africa*

“The Importance of AARTO and the Implications thereof to the Driver”

21 May 2009

Programme Director,
President of the ILO,
Members of the executive
Honourable councillors,
Distinguished guests,
Heads of the various Licensing Offices,
Distinguished members of the various stakeholders and sponsors,
Ladies and gentlemen

Allow me to express my grateful thanks for the invitation to participate in and address the Institute of Licence Officials of Southern Africa, at this their 2009 conference. Indeed, the licensing fraternity plays a crucial role in the administration and management of traffic matters in the country and beyond. May I state at the beginning that I am particularly concerned by the low turnout at this conference today as it should represent a cooperative approach between the various role-players in the licensing fraternity and such gathering should provide evidence of the inclusive nature of governance that we seek to achieve. We have less than 100 members in attendance, yet there are 254 municipalities in the country, almost all of which has a licensing office. But today's attendance does not bear witness to this.

May I also confirm that this conference happens at a critical time in our country. We have just had a momentous election that bears witness to a vibrant and thoroughly engaging democracy that is flexing its muscles and stands proudly tall amongst the nations of the world, vigorously asserting its rightful place amongst the progressive nations of the world.

This conference also happens at a very critical time as it confirms one of the pillars of the establishment of the Road Traffic Management Corporation, being the establishment of cooperative governance amongst the three tiers of government, being National, Provincial and Local. It evidences a process of continuous interaction with major industry role-players such as yourselves – the licensing fraternity, as well as the traffic and all law enforcement offices. It is our utmost belief that our endeavours of developing a culture of joint responsibility for the improvement of safety in all areas of operation will ensure that we reach our objectives. The basis of the establishment of the RTMC, entails it to undertake all its activities in the public interest. So, in carrying out our individual mandates, we must ensure that the activities and projects we engage in are aimed at achieving critical success in the administration of all licensing and traffic matters that will benefit the public. When we do this, we will be able to achieve the much-needed service delivery, being one of the key underlying factors of the Batho Pele principles.

I have also considered the establishment of the ILO and realises that its intention is to encompass the Southern African Region as the basis of its association. It is called the Institute of Licences Officials of Southern Africa – not just South Africa. This means that the targeted service delivery objectives must not end within the borders of South Africa, but must include Lesotho, Swaziland, Mozambique, Namibia, Botswana and all of our neighbouring countries within the SADC region. To what extent this has been achieved, is a challenge that I would leave to the Institute to address. Addressing this challenge entails the thorough engagement of all the key role-players from our neighbouring countries and reaching common ground for the benefit of all our citizens. Whilst it may seem like an insurmountable task to achieve, there are precedents already made that eases the burden of this objective. The founding Minister of Transport in post-apartheid South Africa, Minister Mac Maharaj already laid the foundation, when he offered the National Traffic Information System (NaTIS), free of charge to all SADC countries for them to implement. The only costs that these countries would bear would be the costs of preparing the necessary legislative framework giving effect to the implementation of the NaTIS, as well as the operational costs for implementing it. To date however, only two countries have implemented it. The Kingdom of Lesotho is now using the LS-NaTIS and the Republic of Namibia is using the NA-NaTIS. This is good and has the potential of making a direct impact for the benefit of our common citizenry.

When we involve all our neighbouring countries in licensing functions, we can achieve the objectives of the SADC Protocol on Communications, Transport and Meteorology, that eschews us to develop and implement common protocols, systems and procedures. This will assist us in the administration and management of licencing functions that will benefit our communities. One would expect that in such conferences, these countries should be

included and have active participation. If this is not done, then this association's establishment vision has been missed and everything else being done is out of focus.

Whenever one sets out to have a conference, one must seek to ensure that there is continuity and active progress towards the achievement of identified goals. This Institute must seek to be an active agent for change in the licensing fraternity. Resolutions tabled at the previous conference must be tabled and analysed for any impact they have and progress made thereto. It is a general expectation that at such gatherings, vigorous debate must ensue, commissions and committees must table recommendations that are adopted by the conference and an action plan with targets and milestones clearly defined. We must move away from having gatherings that do not provide critical leadership and clear direction.

It is however apt that the theme of this congress is "The Impact of Legislation on the Licensing Fraternity". It recognises the important role played by the Licensing Fraternity as well as the acceptance of the need for legislative interventions to render the fraternity a more effective and efficient environment. Throughout the development of our country, there has been a myriad of challenges that we have faced. We have also accepted such challenges with the resolve to make fundamental changes to benefit the country and the public in general. In pursuit of these objectives also, I have been requested to address myself on "the importance of the AARTO and implications thereof to the driver".

Background

At the end of March 2008, there were approximately 8.5 million licensed drivers and 9.3 million registered vehicles in South Africa. Over the last few years, traffic safety has been a serious national problem, with an average of around 700,000 police reported traffic accidents per year, 15,000 deaths and 50,000 seriously injured. The rapid economic growth in South Africa has profoundly changed the society. One expression is rapid increase of motorised transport and of the number of vehicles on the roads. Increased motorization is both a consequence of and a prerequisite for continued economic growth. However, increased motorization has disadvantages for the environment, particularly in our towns and cities, and for the safety of the citizens.

As the RTMC we have been alarmed by the death toll on our roads. We have grappled with the problem so as to understand it better and realised that the steady, rapid growth of motorization is one cause of the problem. Another problem is the behaviour of the road users, and the lack of adequate resources to effectively police the roads and enforce the law. Further problems are lack of efficient forms of co-operation across responsible authorities and relevant role players, that tends to slow down and reduce the effect of road safety actions.

In spite of these difficult challenges experienced, we have risen to the tasks and come up with intervention measures geared at directly arresting the declining situation on our roads. I am pleased that our intervention measures are beginning to show the much-needed progress and the reduction of road crashes and fatalities on our roads. Over the last December/January festive season, we have shown tremendous achievement in the number of lives that have been saved. The rate of fatalities experienced over this period has declined sharply, and in some areas, such as the Municipality of Johannesburg, the reduction has been about 80% over the previous period. During the 2008 Easter festive period, 297 people lost their lives country-wide from vehicle crashes. In 2009 however, the rate of death as a result of fatal crashes stood at 147, resulting in a reduction of 105% over the previous year. We have been able to achieve this dramatic reduction due to the various pro-active measures such as the national rolling enforcement plan, with high visibility of law enforcement and a no-nonsense approach to law enforcement. Whilst we cannot yet scream from the rooftops that we have achieved critical acclaim in the curbing of the loss of lives, it needs to be said that these interventions are making a difference and achieving the desired effect.

Allow me to first emphasise the mandate and key legislated objectives of the RTMC with regard to road safety matters, before I commence with issues around the Administrative Adjudication of Road Traffic Offences (AARTO).

The Road Traffic Management Corporation Act was approved by Parliament in 1999. The overriding aim of the Road Traffic Management Corporation is to overcome the current fragmentation of traffic management functions across hundreds of Provincial and Local jurisdictions, and to bring a new professional coherence and improved morale into the entire road traffic management system.

Ladies and gentlemen I am proud to say since its inception the RTMC has already made great strides. It has begun to steadily bring all road traffic management functions into a single legal and institutional framework allowing for the pooling of traffic management resources countrywide, rationally planned allocation of capital, technological and operational resources, centralized statistical monitoring, healthier revenue streams via the Road Traffic Infringement Agency and the creation of clearly-defined professional development paths for traffic and licensing officers, supported by high quality training.

As you may be aware the present system of road traffic fine collection is totally inadequate. Fines are either not paid, or are substantially reduced by the magistrates; or bribes are paid to get off the hook altogether. In some areas courts only accept the hearing

of a limited number of traffic violations, which is detrimental to the necessary successful conclusion of all traffic-related cases. Currently less than 20% of traffic cases are finalised and the fines paid. Two of the most important catalysts in effecting an improvement in driver behaviour and law compliance are well planned, efficient and effective law enforcement coupled with and supported by an equally effective and just road traffic adjudication system. Simply put, the present system is untenable and needs to be radically overhauled - not just cosmetic changes.

The AARTO is such a system that is designed to bring these fundamental changes. The strategic implementation plan engaged in for the AARTO was a phased approach. The Minister launched the pilot in the Municipality of Tshwane in July 2008 and we have successfully rolled it out to Johannesburg in February 2009. The main objective of launching the pilot first, is to test the applicable systems, forms, processes and procedures and to assess their impact of operations. This will provide us with the opportunity to assess the efficacy of all systems, identify weaknesses and enhance them, prior to engaging in the national rollout. After deployment is completed, the Points Demerit System will immediately come into operation.

Through the AARTO we are putting in place an effective, efficient and streamlined system that will take routine traffic offences out of the over-stretched court system and create incentives that increases compliance to road traffic laws.

We are convinced that the AARTO will enable us to:

- overcome the wide discrepancies in the penalties imposed by different magistrates (or applied in different jurisdictions) for the same types of traffic violations;
- ensure uniformity in the different sentencing norms for the majority of serious traffic violations which are generally too low to be adequately prohibitive;
- ensure that sentences are more appropriately attuned to the differential capacity of offenders to pay – hence creating the need for alternative sentencing options;
- be tough on those who do not pay fines imposed and those who ignore summonses to appear in court.

Fines and penalties are standardized under the AARTO for all traffic violations and will give effect to the Points Demerit System. It will for the first time bring certainty and effective mechanism for taking persistent offenders off the road through license suspension/removal or loss of the operators' card. But will also allow for the reduction of demerit points for good behaviour of drivers and consistent law compliance by fleet operators.

AARTO brings with it parity of fines which will encourage the road using public to take road traffic violations and resultant fines much more seriously. It also brings with it improved fine collection procedures and a revenue stream that will be used for improving road safety; as well as more convenient ways of paying fines. There will indeed be more penalties for not paying within the prescribed time, eventually leading to confiscation of movable property and ultimately to being declared unfit to operate a motor vehicle. We will hit hard on non-compliant behavior regarding traffic violations.

Let me now focus on the operational aspects of the AARTO Act. If a person commits a road traffic violation in terms of the National Road Traffic Act of 1996, such violation will be categorised as follows:

- A traffic offence; or
- A minor infringement; or
- A major infringement.

A traffic offence is regarded as a very serious violation of the law, which warrants a major sentence on conviction, such as imprisonment, or a substantial monetary fine, or a combination of both. Traffic offences will still be dealt with in terms of the Criminal Procedure Act, of 1977 which means an offender will be arrested, charged and the case will be placed on the roll for a hearing in court.

Minor and major infringements mean violations categorised as such in terms of section 29(a) of the AARTO Act, details of which are provided in the AARTO Regulations 2008. Traffic infringements will be dealt with in accordance with the administrative procedures, as prescribed in the AARTO Act. If a person is alleged to have committed an infringement, the traffic officer issues an Infringement Notice. Infringement Notices will initially be written by hand while electronic notices, generated by means of hand-held computers used by traffic officers at the roadside, will be phased in over a period of time. In the case of so-called camera infringements, for example exceeding the speed limit and ignoring red traffic signals, Infringement Notices will be electronically generated by the Electronic National Traffic Information System (eNaTIS), and served on the Infringer by registered mail.

On receiving through either registered mail, or being served in person with an Infringement Notice, an alleged Infringer has several options that he or she should comply with within a period of 32 days after having received such notice. The options are:

- in the case of a minor infringement, pay the penalty and qualify for a substantial discount, or make representations to the Agency; or

- in the case of a major infringement, pay the penalty and qualify for a substantial discount (in this case no representations may be made); or
- to make arrangements to pay the penalty in monthly instalments; or
- to identify the person who was the driver of the vehicle at the time when the offence or infringement was committed; or
- to elect to be tried in court.

Thus, the first implications of the AARTO to the driver, is a positive recognition of the economic situation of the country and for the first time, introduces an arrangement to pay off the penalty in installments. To that effect, no motorist can plead poverty and the inability to pay off their penalties.

On conclusion of a case, demerit points will be allocated to the Infringer in terms of schedule 3 of the AARTO regulations.

Let us take an example of an infringement with a penalty value of R250.00. If payment is made in the first 32 days, the infringer pays only R125.00 and receives a huge discount of 50%. Failure by the alleged Infringer to exercise any of the above options within the prescribed time of 32 days, the following steps will result:

- A Courtesy Letter will be served on the alleged Infringer, requesting that either payment be made or to exercise any of the other remaining options provided, within a further period of 32 days. In such case the discount will no longer be applicable, and the Infringer will have to pay the full penalty (R250.00) plus an additional fee for the Courtesy Letter (R60.00). The total amount payable becomes R310.00.
- Should the Infringer still fail to respond to the letter, an Enforcement Order will be served. The Order will demand that payment must be made within yet a further period of 32 days, and in which case the discount will no longer be applicable and the Infringer will have to pay the full penalty plus an additional fee for the letter as well as an additional fee for the order. Once an Enforcement Order is served, none of the other options provided will be valid any longer. The total amount payable is R250.00 penalty, plus R60.00 fee for the Courtesy Letter and R60.00 for the Enforcement Order, resulting in a total of R370.00.
- Should the alleged Infringer again fail to satisfactorily respond to the Order, a Warrant will be served and handed to a Sheriff for immediate execution. Such execution will include:
 - i. seizing and selling of movable property of the Infringer to defray the penalty, all applicable fees and cost;
 - ii. seizing and defacing of the driving licence and/or professional driving permit of the Infringer;

- iii. removing and defacing of the licence disc of the motor vehicle/s of which the Infringer is the owner;
- iv. if applicable, seize and deface the operator card of the motor vehicle/s of which the Infringer is the registered operator;
- v. immobilizing such vehicle/s of which the Infringer is the owner; and
- vi. reporting the Infringer to a credit bureau.

The penalty payable becomes R250.00 penalty, plus R60 Courtesy Letter fee, plus R60.00 Enforcement Order fee, as well as the costs of the sheriff for execution, which can be as minimal as R200.00

The Tshwane and Johannesburg Pilots

Prior to the implementation of the AARTO pilot project in Tshwane in July 2008, the RTMC undertook essential preparatory work in terms of, amongst others, the following issues:

- The development of a detailed Business Process Analysis and Operational Plan in support of all the daily duties and functions of the various role players, with specific emphasis on the overall requirements and needs that have to be provided for in the National Contraventions Register of eNaTIS;
- The identification of the various role players in the AARTO process with regard to individual responsibilities and the extent they will be involved in the AARTO process;
- The identification and clarification of specific functions and duties of the AARTO functional unit of the Corporation; as well as the provincial and local municipal Issuing Authorities;
- The design, architecture, development, setting-up and operationalisation of an interactive and user-friendly AARTO Internet website that will adequately provide for all the required needs, functionalities and processes in terms of the efficient daily operations of the total system; and
- The establishment of a Board in terms of the AARTO Act.

In addition, the Corporation also prepared learning material and undertook training of all officials that will be involved in the day-to-day operations of the AARTO pilots; as well as to inform and educate the general public and road users on the contents of the Act. Training focused on comprehensive knowledge and understanding of the AARTO legislation and all the requirements of the Act, the Regulations, processes, procedures and systems required to perform the duties and obligations was presented to officers. Since April 2008 more than 3000 officials from Tshwane Metropolitan Police Department, Gauteng Department of Community Safety, South African Police Services and Johannesburg Metropolitan Police Departments were trained. This is a massive and intensive operation without a doubt.

The marketing, promotion and communication material that was produced, broadcast and distributed, has ensured that road users are fully aware of the imminent implementation of the AARTO. The strategy implementation for the AARTO communications, was to create brand awareness in the first phase and inform people of the AARTO and what it entails. The second phase is geared at the truly educational part, of ensuring that the public can be fully knowledgeable of their rights, duties, obligations and options provided for under the AARTO. Through a well constructed, adequate and informative campaign we will further reduce time-consuming enquiries from the public during the implementation period and ensure that all motorists are empowered with the AARTO knowledge.

In recognition of the complicated nature of the AARTO process and the intricate working relationships with various role-players, the Corporation sought to engage with various stakeholders. During the preparatory process for the implementation of the pilot project, the role to be played by the Department of Justice, the judiciary, magistrates, traffic and licensing authorities as well as all law enforcement officers in the AARTO process was recognised as crucial to ensure success. The Corporation is in the process of conducting workshops in all Provinces to ensure that all role-players are fully conversant with the AARTO. In pursuit of the strategic implementation thereof, the AARTO's systems, processes and procedures are being subjected to a real live test. We continue to monitor and improve the applicable systems in order to eliminate some shortcomings and to streamline and expedite the total process.

Already we are able to see some trends emerging in the pilot implementation. Although it is still too early to pronounce on the impact of the pilot, we are heartened by the realisation that we have engaged on a ground-breaking process that will change the face of traffic management in our country for the better. We recognize also that, in any process that ushers in fundamental change, there is bound to be some discomfort and frustration, and at other times even some resistance, due to deeply entrenched practices acquired over long periods. This is one of the aspects that informed our strategic implementation of a phased approach that will provide the proof of concept and offer valuable insight that will ultimately enhance the business process.

Although the Tshwane pilot got off to a slow start, with some technical systems-related challenges, such as the inter-system communication between the local contravention management system used at municipal level and the eNaTIS at national level, as well as the South African Post Office and First National Bank for purposes of validating infringement details before accepting penalty payments, we remained positive. Convinced that the process we started will eventually succeed to benefit our country, so that all people can enjoy the use and benefits of our road infrastructure network in a responsible

manner, cognizant of the rights and duties imposed upon them. The further rollout to Johannesburg has increased the volumes considered and will offer a better assessment of all operational issues.

The other challenges encountered were human nature-related, such as the terminology changes to ensure that the AARTO legislation does not introduce uncertainty and hence the AARTO Act refers to an infringement in respect of which a penalty is imposed whilst the Criminal Procedure Act refers to an offence in respect of which a fine is imposed, consequently an enormous volume of new charge codes were introduced by the classification of infringements and offences, new notice format with more details in respect of the infringer to be recorded, members of the public who quickly caught on to the fact that in terms of the AARTO Regulations, a 50% discount is granted for early settlement of the penalty, and some of which gave themselves 50% discounts on outstanding fines issued previous to the AARTO pilot and outside of the declared jurisdictions of the pilot.

Statistics for Tshwane

Since the July 2008 to the end of April 2009, a total of 339 529 Infringement Notices were issued in the City of Tshwane. Of these, the main categories were,

- 52.11% were for speeding;
- 12.67% for equipment on or in respect of vehicles;
- 7.33% for registration and licensing of vehicles;
- 7.93% for rules of the road;
- 5.04% for learners' and driving licenses;
- 8.95% for ignoring road traffic signs;
- 2% for professional driving permits;
- 0.72% for passenger carrying vehicles;
- 0.15% for driving under the influence.

Statistics for Johannesburg

Since the 12 February 2009 to 8 May 2009, a total of 1 011 084 Infringement Notices were issued in the City of Johannesburg. Of these, the main categories were,

- 98.94% for speeding;
- 0.57% for disobeying road traffic signs;
- 0.24% for disobeying the rules of the road;
- 0.08% in connection with fitness of vehicles;
- 0.07% for learners and drivers' licenses;
- 0.05% for registration and licensing of vehicles;
- 0.03% for professional driving permits; and
- 0.01% for passenger carrying vehicles.

It is clear from the statistical analysis that speeding remains a major problem, although not exclusively so. But for Johannesburg, the overwhelming type of violations is speed related.

The Points Demerit System

Although the full AARTO process is being tested in Tshwane and Johannesburg, no demerit points are at this stage formally allocated to infringers. As we engage in the pilot within the jurisdictions of Tshwane and Johannesburg Metropolitan Municipalities, the points are only theoretically allocated in order to test the functionality of the system. They do not have force and effect currently. We intend using the theoretical points allocation as an educational tool, wherein we will warn motorists that, were the Points Demerit System in force, these are the points that would have been allocated to your record, based on the violation committed.

We trust that this in itself, will further impact positively on motorists and contribute towards changing their behaviour for better compliance to all road traffic laws. There are two categories of demerit points levied. The first is on individual motorists and the second on registered operators. The threshold level of demerit points is 12 points for individuals. Upon exceeding the threshold mark, one's driving license gets suspended for a period of three months for every point that the threshold has been exceeded. For example, upon reaching 15 demerit points, one's driving license gets suspended for a period of nine months, being 3 months times the three points over the threshold.

In addition, the principle provided for is to equate the penalty to the benefit. Consequently, if a driver attains a clean record for a continuous period of three months without committing any infringements or offences, they get rewarded by the reduction of the demerit points that were levied on their record. The reduction is one point for every three months that a motorist remains violation-free.

The formula is equated on the same basis when it comes to operators, with respect to operators' cards. The threshold is also based on the maximum of twelve points per vehicle, but depending on the total number in the fleet, diminishes to a minimum of six points per vehicle. Upon reaching the maximum threshold of demerit points per vehicle for operators, the individual operator card of the specific vehicle shall be suspended for a period of three months the number of points over the threshold. The other vehicles do not get affected at this stage if they are within the threshold mark. However, if the total combined value of the demerit points for the fleet have been exceeded, then ALL THE OPERATOR CARDS in the fleet can be suspended. This would potentially have a serious impact on business operations for many operators. It actually places serious responsibility

on operators to ensure that their drivers comply with road traffic laws. In addition, we recognize that drivers who are employed and carry on their business of transporting goods and passengers, and/or driving vehicles with a gross vehicle mass of greater than 3500 kg or vehicles with operator cards, need to be in possession of Professional Driving Permits. Being in possession of these PrDPs, we expect that such drivers will behave in a professional manner and should be exemplary in terms of their compliance to road traffic laws.

Furthermore, we know that under the current practices, business have been paying fines on behalf of their employees, particularly drivers, in order to ensure their uninterrupted business operations. Whilst this may appear to be an effective mechanism for efficient business operations, this practice will have to stop once the Points Demerit System is in effect. The reason is that every payment made in terms of the penalties levied, is deemed to be an admission of guilt. At that point, the applicable points relating to that infringement will be levied on the record of the infringer.

The Demerit Points will be levied in the following instances:

- upon payment of the penalty;
- upon the issuance of an Enforcement Order; and
- upon being found guilty by a court.

Allow me, ladies and gentlemen to give you a few examples of the types of traffic violations and applicable demerit points:

Offences:

- driving under the influence of alcohol - 6 demerit points
- as owner or operator of a goods vehicle with a gross vehicle mass greater than 3 500 kg, failed to register as operator of such vehicle – 6 demerit points
- as owner or operator of a vehicle conveying goods or passengers for reward, failed to register as operator for such vehicle – 6 demerit points

Note that since these are classified as offences, there are no fines determined, since these will be treated under the Criminal Procedures Act, where the magistrates exercise total discretion, including determining the applicable fine.

Infringements:

- delivery vehicle failed to comply with the directions conveyed by a road traffic sign by proceeding beyond a sign prohibiting delivery vehicles – no demerit point – penalty is R250 and discounted amount is R125
- operated an articulated vehicle, with a gross vehicle mass of truck-tractor greater than 9000 kg, at a speed of between 111 – 115 km/h, which is in excess of the 80

km/h being the speed limit prescribed by the Minister – 4 demerit points – penalty is R1250 and discounted portion is R625

- operated a bus for reward without at least one fire extinguisher which was accessible and in good working order or not of the dry powder type with a capacity <2.5 or BCF type with a capacity of < 1 kg – 3 demerit points and R1000 penalty with a R500 discounted portion

Once the Points Demerit System is implemented throughout the country, we know that it will make a huge impact and will result in a change on business practices. We also recognize that it will be in the interest of businesses to know that their employees, particularly drivers, are legally compliant, before deploying or allowing them to set out on the road. To that effect therefore, the AARTO Regulations 2008 provide a mechanism to access the driver points demerit history. As this is a sensitive matter, with potential negative effects on the employer/employee relations, stringent measures are put in place for accessing the demerit points history. The individual drivers/motorists can access their own points history by making application thereof in the appropriate manner. Employers or anyone with a legal interest can also apply for an infringement record of individuals, in the appropriate manner. However, such third party application **MUST** be accompanied by written permission of the affected individual, authorizing such third party to access their points history.

So then, the implication of the AARTO to the driver is the recognition of their responsibility to driving and traffic management. The AARTO allows all motorists to take seriously their duties and obligations and provides them with an opportunity to change their behavior to positive responsibility.

One of the most important challenges that have emerged during the pilot, is the accuracy of the address details of infringers, which in many instances seem outdated and invalid. In order for us to succeed, the licensing officers must always ensure that upon processing any transactions in the vehicle registration and licensing, the applicant's details are always fully captured, including fax, e-mail and telephone details.

We must recognize the importance of valid addresses as most of the transactions are actually captured on the eNaTIS by the Licensing Departments, including Titleholder, Owner, Proxy, Driver and Learners' License details. When processing all infringement notices, the address details are acquired from the vehicle register, being the eNaTIS and if that information is incorrect, the processing of infringement notices and subsequent processes of the AARTO may be negatively affected. The Corporation is already looking into the implementation of the FICA regulations that requires valid proof of address details for all applications. This would require the necessary amendments to the Acts and

Regulations. In the meantime, I beseech all of you, to ensure that when you get to your offices, you put measures in place for the enforcement of these details whenever your staff captures applications for:

- registration and licensing of vehicles;
- renewal of vehicle licences;
- renewal of driving licence cards; and
- learners licences.

It is important, ladies and gentlemen, to note that the AARTO process is a transparent, just and objective system. We recognized that the allocation of the demerit points now would unfairly disadvantage those motorists caught on the wrong side of the law during the pilot implementation. Therefore, at the conclusion of the pilot and planned national rollout timelines, all the points that would have been theoretically allocated will be wiped off the system, so that every motorists starts off from a clean slate. There will also be heightened public education and information distributed prior to the enforcement of the Points Demerit System.

In conclusion, the procedures, as provided for in the AARTO Act as I briefly described, provide for a transparent, fair and effective system to manage and control road traffic offences and infringements, and should contribute to a large extent to:

- promote quality, safety and discipline in road traffic by providing for a scheme to discourage road traffic contraventions,
- facilitate the adjudication of road traffic infringements,
- support the prosecution of offences in terms of the national and provincial laws relating to road traffic, and implement a points demerit system; in order to
- effect a reduction in road fatalities and injuries.

The implications of the AARTO to the driver therefore, is a focused initiative directed towards changing the mindset and behavior of motorists from wanton disregard of traffic laws, to a voluntary habit of compliance and the increment of road safety.

Allow me to implore you, ladies and gentlemen, that the successful implementation of the AARTO depends on the active participation and buy-in of a myriad of stakeholders and the correct working and operation of all the applicable systems and procedures. We are confident of reaching our objectives and achieving the goals of a safer road traffic environment and truly count on your continued support, with the knowledge that your inputs provide a valuable contribution to road safety.

I thank you