



**SINGAPORE
POLICE FORCE**

PRESS NEWS RELEASE

ANNUAL ROAD TRAFFIC SITUATION 2015

An Improved Situation, Except for Slight Increase in Injury Accidents

The road traffic situation in 2015 continued to show improvements in several areas. Fatal traffic accidents and fatalities continued to fall, although injury accidents increased slightly. This is the fourth consecutive year that fatalities have seen a decline.

2. Motorists' compliance with traffic light signals and speed limits improved after the installation of the Red Light Cameras (RLC) and Fixed Speed Cameras (FSC) respectively. There was also a decrease in drink driving accidents and the number of people arrested for drink driving.

3. Road safety is a shared responsibility and the Traffic Police (TP) will continue to work with the community and stakeholders to create safer roads for all.

Decrease in Fatal Traffic Accidents and Fatalities

4. There were 149 fatal accidents in 2015, compared to 150 fatal accidents in 2014. The number of fatalities fell slightly from 155 in 2014 to 152 in 2015. The fatality rate per 100,000 persons has been declining steadily over the past five years. In 2015, the fatality rate fell to 2.75 from 2.83 in 2014. Every road fatality is one too many. TP will strive to further reduce road fatalities by working with road users to increase awareness of road safety and adherence to traffic rules. Please refer to [Chart 1](#) for the number of fatal accidents; [Chart 2](#) for the number of fatalities; and [Chart 3](#) for the fatality rates over the past five years.

Chart 1: Fatal Accidents, 2011 – 2015

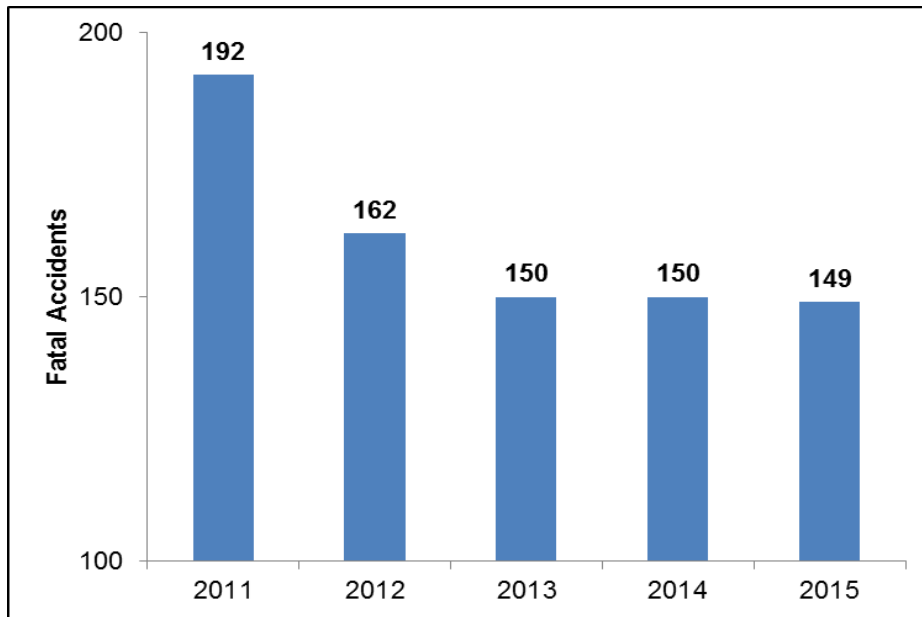


Chart 2: Fatalities, 2011 – 2015

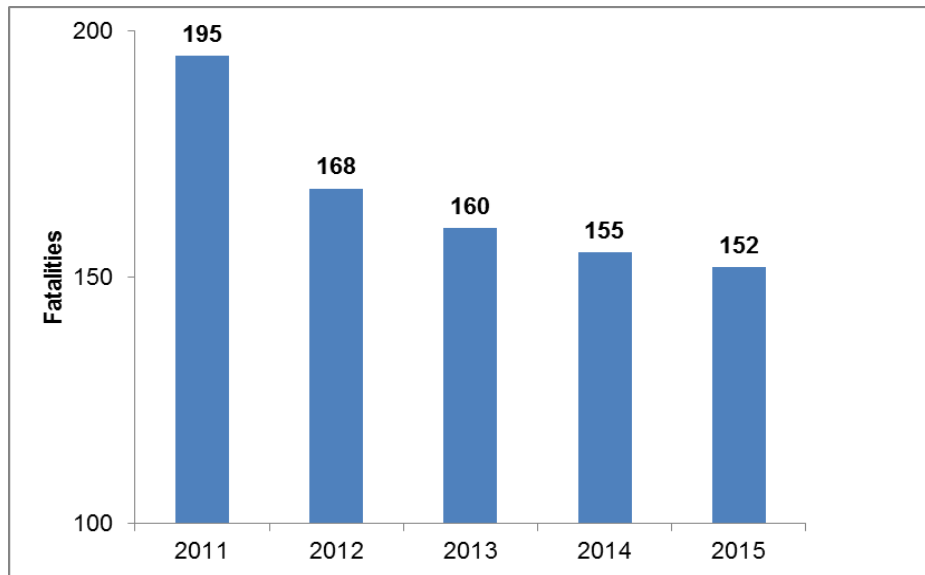
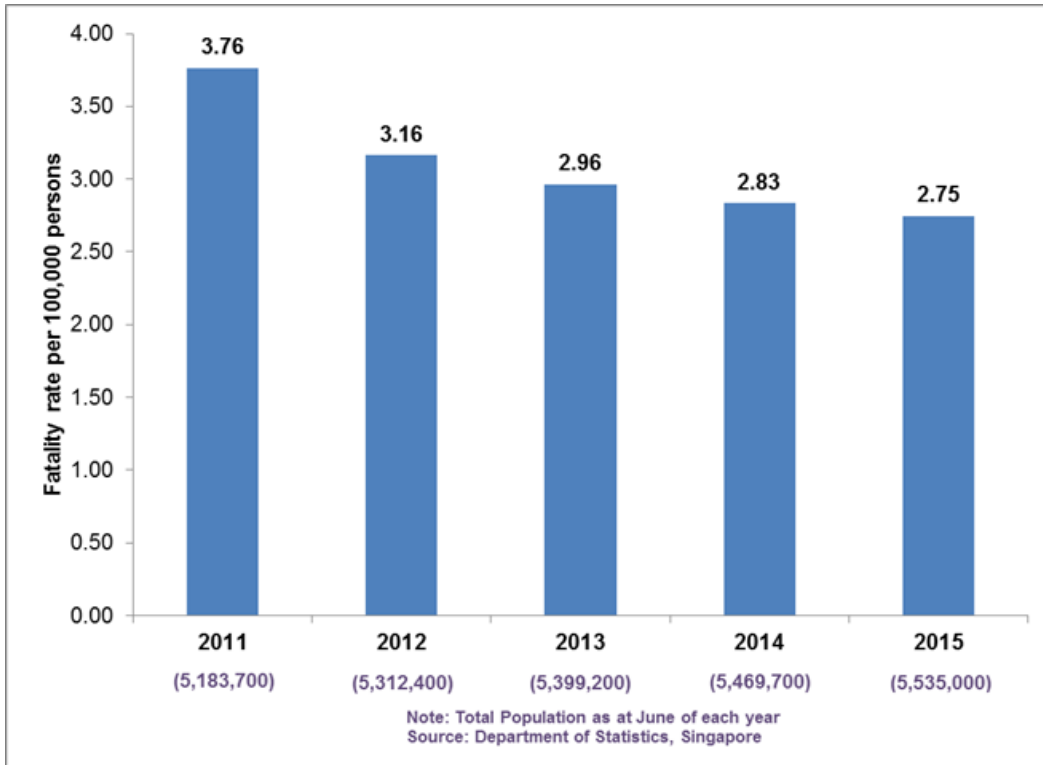


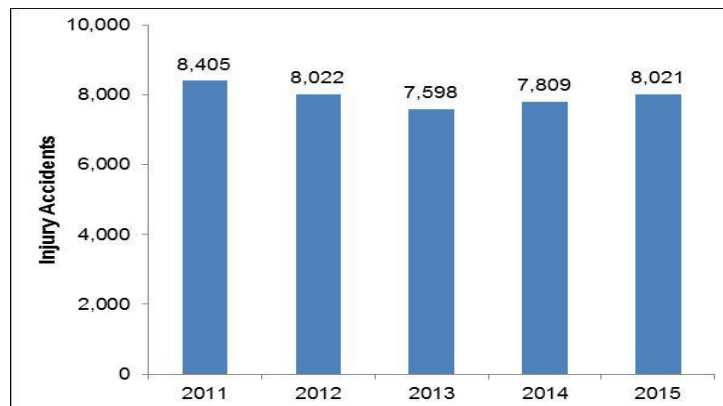
Chart 3: Fatality Rate, 2011 – 2015



Increase in Injury Accidents

5. The number of injury accidents in 2015 increased slightly by 2.7%, from 7,809 cases in 2014 to 8,021 cases last year. Please refer to [Chart 4](#) for the number of injury accidents over the past five years.

Chart 4: Injury Accident Statistics, 2011 – 2015



Improvement in Drink Driving Situation

6. There was an improvement in the drink driving situation. Drink driving accidents decreased by 26.4% in 2015, from 182 accidents in 2014 to 134 in 2015. The number of persons arrested for drink driving decreased by 23%, from 2,982 persons in 2014 to 2,297 persons in 2015.

7. Fatalities involving drink driving increased from 12 in 2014 to 14 in 2015. Six of the 14 drink driving fatalities were motorcyclists who self-skidded after drinking and riding. Motorists who drink and drive not only risk their own lives, but also the lives of other road-users. Daily roadblocks and regular enforcement action will be conducted to deter and detect such reckless behaviour.

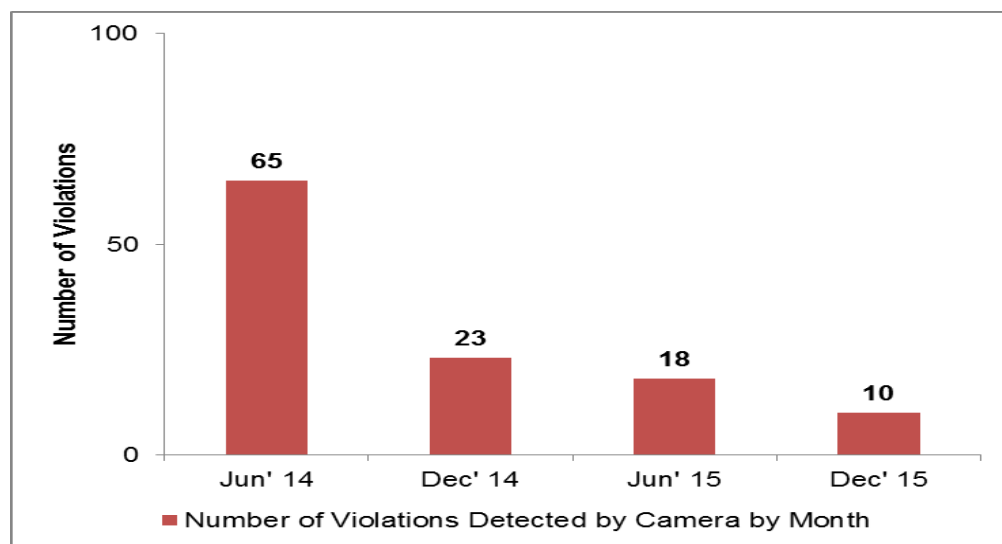
Fall In Accidents Involving Red-Running and Fewer Red-Running Violations

8. With the introduction of the RLC and the FSC, TP has seen signs of improvement, as motorists comply with traffic light signals and keep within speed limits.

9. The red-running situation has improved, with the number of red-running accidents falling from 223 accidents in 2014 to 169 accidents in 2015. Fatal accidents resulting from red-running decreased from four in 2014 to two in 2015.

10. The total number of red-running violations detected fell by 27.2% from 39,168 in 2014 to 28,507 last year. The number of violations detected by RLC also steadily declined. Please refer to [Chart 5](#), which shows the average number of red-running violations detected per camera per month.

Chart 5: Violations Detected per Camera per Month

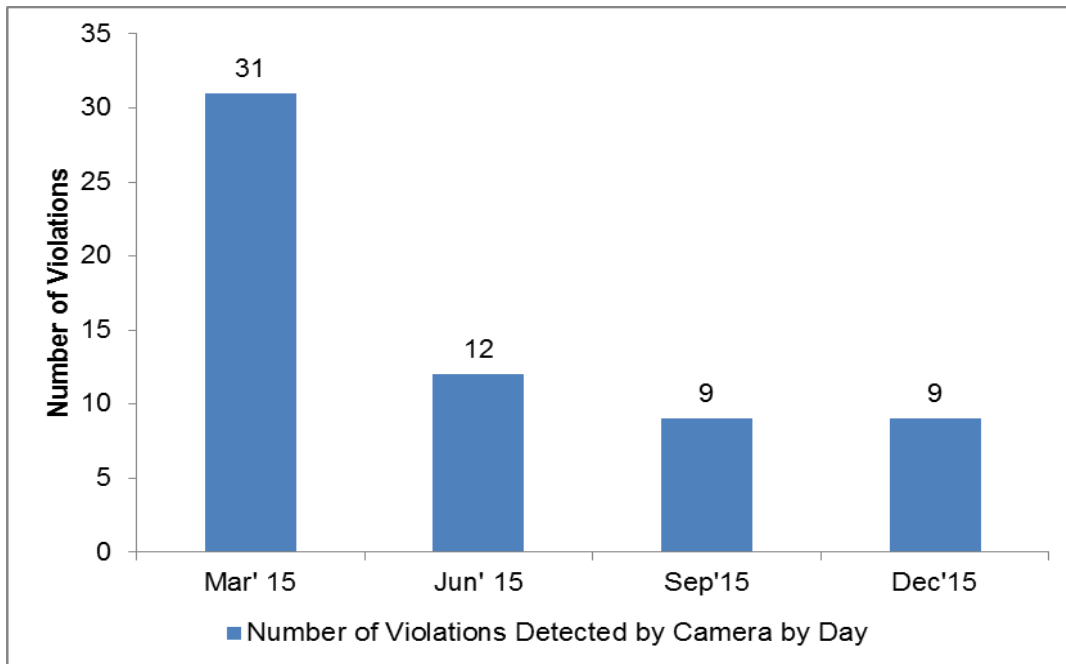


Fall in Accidents involving Speeding and Fewer Speeding Violations

11. The number of speeding-related accidents decreased by 12.2% from 1,363 accidents in 2014 to 1,197 in 2015. However, fatal accidents involving speeding increased slightly from 43 in 2014 to 48 in 2015. Motorists are reminded to comply with vehicle and road speed limits.

12. Violations detected by FSC also steadily declined since its implementation in March 2015, from 31 violations per camera per day to nine violations per camera per day. Please see [Chart 6](#) for the violations detected per camera per day.

Chart 6: Violations Detected per Camera per Day



Areas of Concern – Motorcyclists, Pillion Riders, Elderly & Reckless Drivers

13. Notwithstanding encouraging signs of improvement in Singapore's road traffic situation, there were some areas of concern.

More Motorcyclists and Pillion Riders Injured

14. Although the number of motorcyclists and pillion riders who died in traffic accidents decreased from 74 in 2014 to 72 in 2015, injured persons from this group increased by 5.2%, from 4,634 in 2014 to 4,875 in 2015. This increase contributed to the overall rise in injury accidents.

15. The common causes of fatal and injury accidents involving motorcyclists and pillion riders include failing to keep a proper lookout, failing to have proper

control, and failing to give way to traffic with right of way. TP will work with the driving schools to place emphasis on these areas for learner riders. TP will also continue to engage the riding community through efforts such as 2015's Ride Safe event.

More Accidents involving Elderly Pedestrians

16. The number of elderly pedestrians¹ killed decreased by 11.5%, from 26 in 2014 to 23 in 2015. Despite this improvement, accidents involving elderly pedestrians increased by 8.8%, from 194 in 2014 to 211 in 2015. 26.5% of these accidents occurred when the elderly pedestrians were jaywalking.

17. Other common causes of accidents with elderly pedestrian fatalities were motorists failing to keep a proper lookout, and turning vehicles failing to give way to pedestrians when the lights were in the pedestrians' favour.

18. TP plans to engage and reach out to more senior citizens to highlight the dangers of jaywalking and raise awareness on what they can do to stay safe on the roads. Motorists also have an important role to play. TP urges all motorists to be careful and look out for pedestrians while driving on the roads. In particular, motorists should be more careful when driving in residential areas and other areas where there are vulnerable pedestrians, such as the young or elderly.

More Operations to Clamp Down on Reckless and Dangerous Driving

19. TP takes a stern view of errant and irresponsible motorists who engage in dangerous driving behaviour. This includes illegal racing activities, as well as motorists who travel at high speeds or recklessly weave in and out of traffic. Such activities are committed by a small number of motorists, and TP will be relentless in clamping down on them.

20. Through TP's targeted efforts, the number of reckless and dangerous driving offences detected through enforcement operations increased by 50%, from 38 violations in 2014 to 57 violations in 2015. TP will be conducting more operations to target reckless motorists who endanger the safety of other road-users.

Initiatives to Nurture Safe and Courteous Road Use in 2016

21. TP will implement a range of initiatives in 2016 to continue its efforts to create a culture of safe and courteous road use.

Safe Driving Course

22. TP introduced the Safe Driving Course (SDC) on 1 November 2015, as an enhancement to the Driver Improvement Points System (DIPS). The SDC is designed to educate motorists on safe driving techniques, correct dangerous

¹The term 'elderly pedestrians' refers to pedestrians aged 60 years old and above.

driving behaviour and encourage good road habits. The SDC curriculum consists of theory and practical sessions. The theory lessons include topics such as how accidents can be prevented, the responsibilities of drivers, safe driving habits, recommended interaction with other road users, and case studies of actual accidents. As of 1 January 2016, a total of 1,780 motorists have completed the SDC. Please refer to [Annex A](#) for more details about the SDC.

Road Safety Billboards at Checkpoints

23. TP intends to reach out to foreign motorcyclists to promote greater RoadSense² and safer road interaction between road users. While there are existing platforms to engage local motorcyclists, it is a challenge to reach out to foreign motorcyclists given their transient nature. To address this, TP will be putting up billboards at the land checkpoints to serve as visual road safety reminders to motorcyclists coming into Singapore.

24. The billboards will feature three different rotating displays with relevant road safety messages. This will serve as an advisory to foreign motorcyclists to ride safely. Please refer to [Annex B](#) for an artistic impression of the billboards.

Safeguarding Lives through Enforcement Cameras

25. TP will look into the deployment of more traffic sensors, such as speed and red-light cameras, to shape safer motorist behaviour. TP will explore placing additional cameras in accident-prone locations, in order to mitigate the risks of accidents occurring. The highly visible cameras will serve to deter the commission of traffic violations, thereby enhancing road safety.

26. TP will be rolling out the Mobile Speed Cameras (MSC) in February 2016. This is part of our efforts to curb errant road behaviours and enhance our enforcement efforts at speeding hot-spots.

27. The MSC is an unmanned speed enforcement camera that can be quickly deployed to address emerging problems. Unlike the FSC which is a permanent fixture, the MSC camera has its own power source and can be set up within a week. This means that the MSC can be swiftly set up to deter and detect speeding violations at new locations.

28. Similar to the FSC, the MSC leverages technology and reduces reliance on manpower. The MSC operates round-the-clock and even during inclement weather. It will similarly be painted in bright, orange colours to enhance the visibility of the cameras during the day and night. TP hopes that with sustained education, engagement and enforcement efforts, motorists will better understand the importance of keeping within speed limits for their own safety and the safety of other road users. Please refer to [Annex C](#) for more details about the MSC.

² Use Your RoadSense movement aims to facilitate understanding between different road user groups such as pedestrians, cyclists and motorists.

Commander of Traffic Police: Creating Safer Roads for All

“In 2015, we saw an improvement in the road safety situation. There was a decrease in road fatalities, and lesser red-running and speeding violations. We thank motorists for playing their part in keeping our roads safe.

The Traffic Police will continue to focus on protecting vulnerable road-users such as elderly pedestrians and motorcyclists. Motorists should continue to look out for their fellow road-users and remind your loved ones of good road practices. Together, we can create a better and safer road culture for all.

Even as we focus on our engagement efforts, the Traffic Police will continue to strictly enforce the law against errant motorists who endanger the lives of other people, especially those who drive or ride recklessly and dangerously on our roads.

With the right RoadSense mindset, we can create a safer Singapore for all road users.”

*– Assistant Commissioner of Police Sam Tee
Commander of the Traffic Police*

**PUBLIC AFFAIRS DEPARTMENT
SINGAPORE POLICE FORCE**

Factsheet on Safe Driving Course

Under the Safe Driving Course introduced on 1 November 2015, eligible motorists can have three demerit points deducted from their driving records upon completing the Safe Driving Course (SDC). The SDC, conducted by the driving instructors from the three licensed driving schools – ComfortDelGro Driving Centre, Singapore Safety Driving Centre and Bukit Batok Driving Centre, is an enhancement to the Driver Improvement Points System (DIPS). The course is designed to educate motorists on safe driving techniques, correct dangerous driving behaviour and encourage good road habits. This new initiative offers an opportunity for motorists to come forward on their own accord to improve their driving behaviour.

2 Eligible motorists may complete the SDC and receive the deduction of three demerit points only **twice during their lifetime**. For details on eligibility, please refer to Table 1. Eligible motorists will also be notified to register for SDC.

Table 1: Criteria for SDC

Who	<ul style="list-style-type: none"> Eligible motorists may choose to apply for the course.
Eligibility Criteria	<ul style="list-style-type: none"> Motorists with 12 – 23 demerit points (without existing suspension records) Motorists with 6 – 11 demerit points (with an existing suspension record) Not liable for suspension or revocation of driving licence Not under Court disqualification of driving licence Valid Qualified Driving Licence holders (but not drivers who obtained a new class of licence within a year prior to SDC) Not holding on to a valid SDC notification letter
Duration	<ul style="list-style-type: none"> 2 sessions with total duration of 4 hours A 3.5 hours theory session + 0.5 hours practical session Participants can choose to complete the theory and practical sessions either in one day or on two different days
Curriculum / Evaluation <i>(*must attend & complete to pass SDC)</i>	<p><u>*Theory Lesson (210 Minutes or 3 ½ Hours) – 7 Topics</u></p> <ul style="list-style-type: none"> Accident Facts and Figures Driving Improvement Points System (DIPS) Preventable and Non-Preventable Accidents Attitude and Responsibilities of a Driver

- Interaction with Other Road Users
- Six Adverse Conditions that Lead to Accidents
- Case Studies of Actual Accidents

A worksheet will be issued at the beginning of the theory lesson and must be completed with all the correct answers by the end of the lesson.

***Practical Lesson (30 Minutes or ½ Hour)**

- Demonstration by instructor on application of safe driving techniques
- Practicing safe driving/riding techniques by participant

4 For more information, the public may contact the three driving schools, or visit the TP's website at <http://driving-in-singapore.spf.gov.sg> .

Photos of Billboard



Factsheet on Mobile Speed Camera

The MSC will enhance the Traffic Police (TP)'s capabilities in identifying speeding vehicles. Similar to the RLC and FSC, images of traffic violations can be downloaded wirelessly and processed swiftly. It can operate round-the-clock.

2 Other features of MSC are:

- The MSC has its own power source and does not require any infrastructure preparation on site. Hence, MSC can be deployed swiftly to deter and detect speeding violations at new locations within a week.
- The MSC has a footprint of about 1.5m², and an extendable shaft up to 3.7m; hence, it can be deployed at most locations.
- The MSC eliminates the need to reload and retrieve wet-film negatives.
- It also allows for a faster processing time so that violators will be informed promptly.
- The MSC enhances TP's vehicle detection capabilities and provides coloured images. It can also detect up to 32 vehicles, covering a 5-lane span.

Deployment of MSC

3 The MSC will be deployed at locations where there is a high number of speed-related violations or speed-related accidents, as well as at illegal racing hotspots.

Continuous Enforcement Efforts

4 TP employs various enforcement strategies to ensure that motorists comply with vehicle and road speed limits. These include the use of FSC island-wide and the use of mobile speed laser cameras during anti-speed operations. Locations where such anti-speed operations are regularly conducted are made known publicly on the TP's website: <http://driving-in-singapore.spf.gov.sg/>. In addition, TP is continually on the lookout for errant motorists who speed and drive dangerously.

5 Motorists who commit speeding offences can be fined \$130 to \$200 and receive 4 to 24 demerit points. They may also be prosecuted in court.

Photo of Mobile Speed Camera

