



POLICE NEWS RELEASE

Annual Road Traffic Situation 2014

Overview

The road traffic situation in 2014 showed encouraging improvements in several areas. Fatal traffic accidents and fatalities continued to fall although injury accidents increased slightly. Fatal accidents involving red-running also fell, and motorists' compliance with traffic light signals improved after the installation of Digital Traffic Red Light System (DTRLS) cameras at road junctions. The drink-driving situation also improved. The Traffic Police will continue to work with stakeholders including the community to create a culture of safe and courteous road use by all.

Declining Trend in Fatal Accidents and Fatalities

2. Even with more people and vehicles on the road, the number of fatal traffic accidents and fatalities in 2014 continued to fall, after the sharp drop in 2012.
3. There were 149 cases of fatal accidents in 2014, compared to 150 cases in 2013. The number of fatalities also dropped slightly from 160 in 2013 to 154 in 2014. The fatality rate per 100,000 persons decreased from 2.96 in 2013 to 2.82 in 2014. Please refer to Chart 1 for the number of fatal accidents over the past five years, and Chart 2 for the number of fatalities and fatality rate over the past five years.

Chart 1: Fatal Accidents, 2010 – 2014

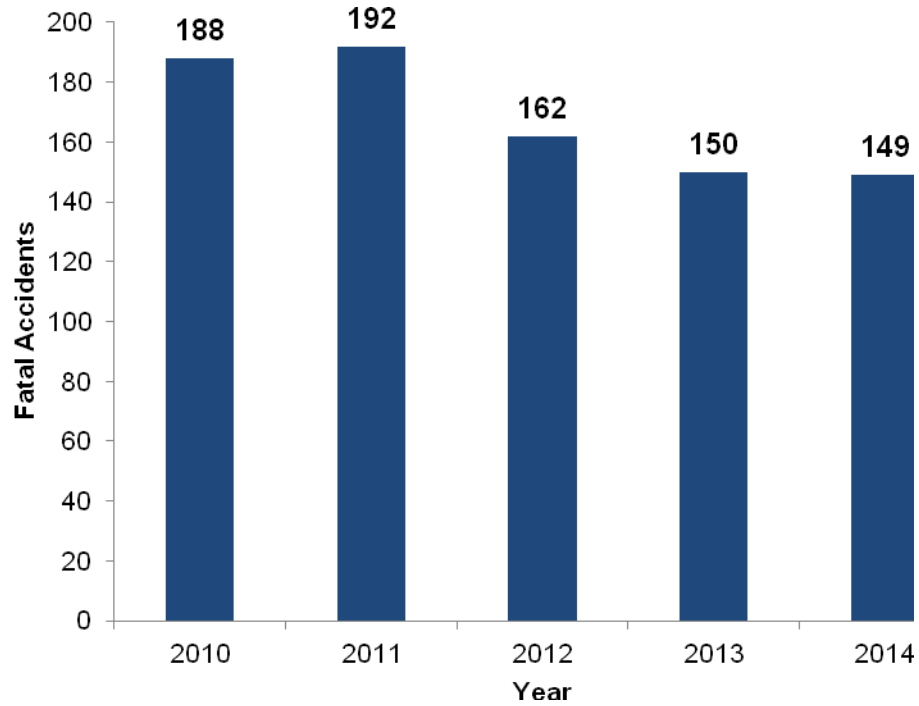
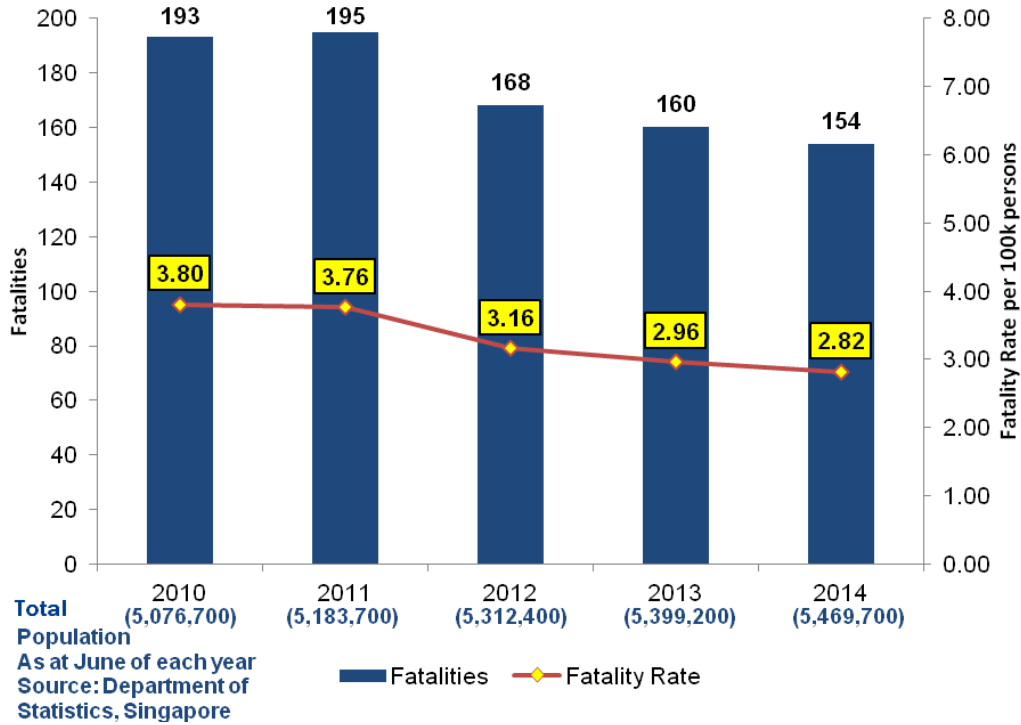


Chart 2: Fatalities and Fatality Rate, 2010 – 2014



Improvements in Drink-Driving and Red-Running Situation

Fewer Drink-Drivers Arrested

4. The drink-driving situation improved in 2014 as a result of sustained education and enforcement efforts. Even though there was an increase in the number of drink-driving enforcement operations conducted in 2014, the number of persons arrested for drink-driving dropped by 2.2%, from 3,019 persons in 2013 to 2,954 persons in 2014.

5. The number of fatal accidents involving drink-driving also decreased by 28.6%, from 14 fatal accidents in 2013 to 10 fatal accidents in 2014.

Drop in Fatal Accidents Involving Red-Running

6. The number of fatal accidents involving red-running also fell, from 8 fatal accidents in 2013 to 4 fatal accidents in 2014.

7. Motorists' compliance with traffic light signals improved with the installation of Digital Traffic Red Light System (DTRLS) cameras at road junctions. Violations detected per DTRLS camera installed have steadily declined. The total number of violations detected by cameras installed has also decreased, despite an increase in the number of cameras installed. Please refer to Table 1, which compares red-running violations detected by DTRLS cameras in the months of March, July and December 2014.

Table 1: Violations Detected by DTRLS Cameras

Month (2014)	No. of DTRLS cameras installed	Total no. of violations detected	No. of violations detected per DTRLS camera
March	5	574	115
July	60	4,674	78
December	120	2,650	22

8. The Traffic Police commends motorists for being more careful when approaching traffic light junctions and for slowing down and stopping when the traffic lights turn amber. Each incident of red-running is a potential serious accident.

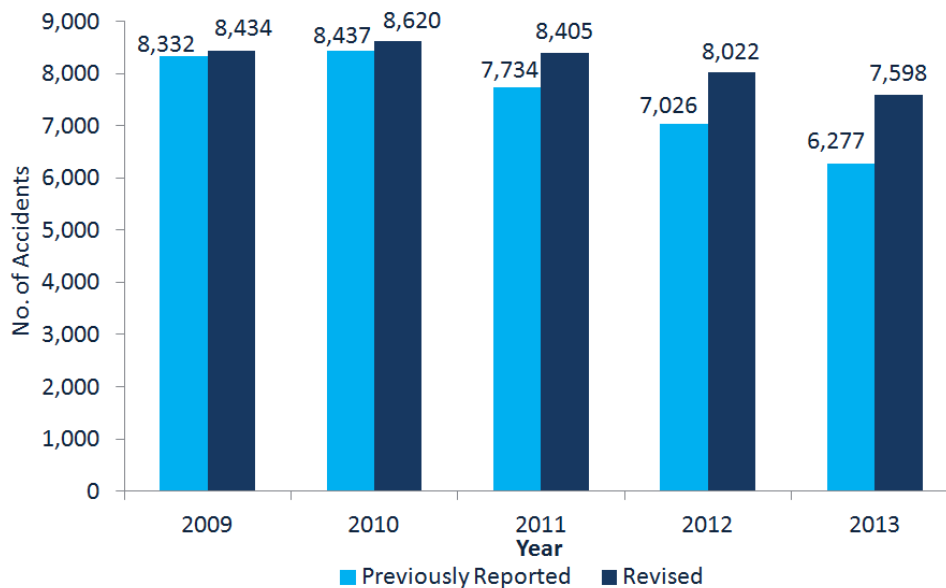
9. The Traffic Police will be installing 30 more DTRLS cameras by 30 September 2015, adding to the 120 cameras currently installed. Please refer to Annex A for the locations of these 30 new digital traffic red light cameras.

Revision of Injury Accident Statistics and Increase in Injury Accidents in 2014

10. The Traffic Police has made revisions to the injury accident statistics for 2009 to 2013.

11. During an internal review in March 2014, the Traffic Police discovered that there were some inconsistencies in the data capture of injury accidents. This resulted in some injury accident reports not being captured in the statistics from 2009 to 2013. The Traffic Police immediately took corrective actions to address the data error, improve data capture processes and revise the injury accident statistics. Please refer to [Chart 3](#) for the revised injury accident statistics.

Chart 3: Revised Injury Accident Statistics, 2009 – 2013



12. The Traffic Police has verified that the discrepancy in data capture did not affect investigations of the injury accident cases. All injury accidents were duly investigated, and all errant motorists were dealt with, in accordance with the law.

13. The Traffic Police has since strengthened its data capture processes, as well as its system of regular audits to ensure data accuracy.

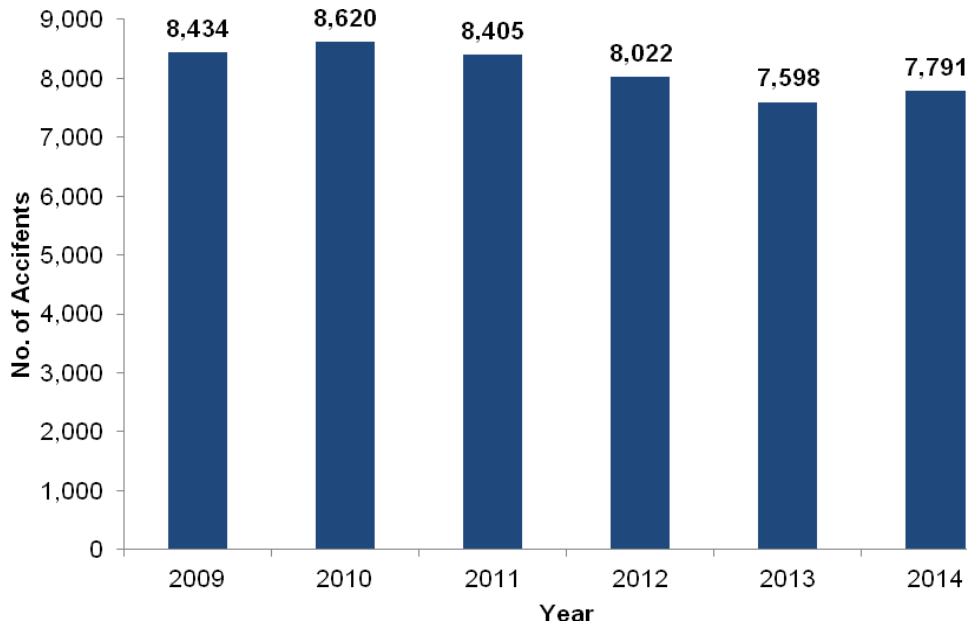
14. The revised injury accident statistics showed that there were more injury accidents in 2009 to 2013 than previously reported. Nonetheless, the number of injury accidents remained on a sustained downward trend from 2010 to 2013, as was previously reported. There were also no significant changes in the relative proportions of injured road user groups.

15. The Traffic Police’s road policing strategies of “Education, Engagement and Enforcement” remain relevant, and the Traffic Police will continue to step up efforts to keep our roads safe.

More Injury Accidents in 2014

16. The number of injury accidents in 2014 increased slightly by 2.5%, from 7,598 cases in 2013 to 7,791 cases last year. Nevertheless, the number of injury accidents in 2014 is still lower, compared to the period 2009 to 2012. Please refer to Chart 4.

Chart 4: Injury Accident Statistics, 2009 – 2014



Areas of Concern

17. The following are the areas of concern from the traffic situation in 2014.

More Motorcyclists and Pillion Riders Injured

18. The number of motorcyclists and pillion riders who were injured in traffic accidents increased by 5.7%, from 4,383 in 2013 to 4,631 in 2014.

19. 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. The Traffic Police will place emphasis on these areas for learner riders. The Traffic Police will also step up engagement efforts among motorcyclists to raise awareness of these common causes of accidents.

More Elderly Pedestrian Fatalities

20. The number of fatalities involving elderly pedestrians¹ increased by 47.1%, from 17 in 2013 to 25 in 2014.

21. The 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. In addition, 28% of the elderly pedestrian fatalities occurred while they were jaywalking.

22. The Traffic Police will step up engagement efforts to reach out to more senior citizens to highlight the dangers of jaywalking and raise their awareness on what they can do to stay safe on our roads. Motorists also have an important role to play. The Traffic Police urges all motorists to be careful and look out for pedestrians when they are 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 Speeding Violations Detected

23. The number of speeding violations detected in 2014 increased by 6.5%, from 261,540 violations in 2013 to 278,545 violations in 2014. In addition, the number of fatal accidents involving speeding also increased, from 39 accidents in 2013 to 42 in 2014.

Digital Speed Enforcement Cameras

24. Speeding is a major cause of fatal and injury accidents. The Traffic Police will progressively install 20 new digital speed enforcement cameras at 11 locations from 1 March 2015 to 31 December 2015. Please refer to [Annex B](#) for the locations of these cameras.

25. These new digital speed cameras will complement existing mobile speed laser cameras, operating round-the-clock and even during inclement weather. The cameras also have enhanced capabilities to better identify speeding vehicles. These new cameras will be painted in bright colours to enhance the visibility of the cameras during the day and night. The Traffic Police hopes that with sustained education, engagement and enforcement efforts, motorists will understand the importance of keeping within speed limits for their own safety and the safety of other road users, and there will be fewer speeding violations. Please refer to [Annex C](#) for more details about the digital speed enforcement cameras.

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

Continuing Our Efforts in 2015

26. The Traffic Police will continue its efforts to create a culture of safe and courteous road use.

Road Traffic Act Amendments to Come into Effect on 1 February 2015

27. Amendments to the Road Traffic Act were passed by Parliament in September 2014, and will come into effect on 1 February 2015. The amendments include expanding the scope of the offence for driving while using a mobile communication device, clarifying the expected behaviour of motorists involved in accidents, and imposing a rebuttable presumption against vehicle owners for certain types of traffic offences. Please refer to [Annex D](#) for more details.

Conclusion

28. Commander of the Traffic Police, Assistant Commissioner of Police Sam Tee said: “The road safety situation in Singapore has improved, and the decrease in traffic fatalities is particularly heartening. All road users share the responsibility of keeping our roads safe. The Traffic Police will continue to work closely with our stakeholders in this effort. I would like to thank our strategic partners, namely the Singapore Road Safety Council and its sponsors, as well as our friends in the media, for their help in promoting road safety together with the Traffic Police.”.

**PUBLIC AFFAIRS DEPARTMENT
SINGAPORE POLICE FORCE
29 JANUARY 2015 @ 4.00PM**

ANNEX A

Locations of the Additional 30 Digital Traffic Red Light Cameras

S/N	Location
1	Adam Road by Dunearn Road Towards Farrer Road
2	Ang Mo Kio Avenue 2 by Ang Mo Kio Avenue 5 towards Ang Mo Kio Avenue 5
3	Ang Mo Kio Avenue 4 by Ang Mo Kio Avenue 5 towards Yio Chu Kang Road
4	Bukit Panjang Road by Pending Road towards Choa Chu Kang Road
5	Clementi Road by Clementi Avenue 2 towards Jalan Anak Bukit
6	Commonwealth Avenue West by Clementi Avenue 3 towards Clementi Avenue 6
7	Commonwealth Avenue West by Clementi Road towards Dover Avenue
8	Commonwealth Avenue West by Ghim Moh Road towards Holland Avenue
9	Dunman Road by Tanjong Katong Road towards Dakota Crescent
10	Fernvale Road by Sengkang West Avenue towards Gerald Drive
11	Jalan Bukit Merah by Lower Delta Road towards Kim Tian Road
12	Jurong West Avenue 1 by Jurong West Street 41 towards Corporation Road
13	Mandai Road by Bukit Timah Expressway towards Woodlands Road
14	Marine Parade Road by Marine Parade Central towards Amber Road
15	Sembawang Road by Mandai Road towards Upper Thomson Road
16	Serangoon Avenue 2 by Boundary Road towards Serangoon Garden
17	Still Road by East Coast Road towards Still Road South
18	Still Road South by Marine Parade Road towards East Coast Parkway
19	Tampines Avenue 4 by Tampines Avenue 3 towards Bedok Reservoir
20	Telok Kurau Road by East Coast Road towards Changi Road
21	Victoria Street by Bras Basah Road towards Bugis
22	West Coast Road by Clementi Avenue 2 towards Pasir Panjang Drive
23	West Coast Road by Clementi West Street 2 towards Penjuru Road
24	Woodlands Avenue 2 by Woodlands Avenue 5 towards Admiralty Road
25	Woodlands Avenue 2 by Woodlands Avenue 5 towards Seletar Expressway
26	Woodlands Avenue 5 by Marsiling Rise towards Woodlands Avenue 3
27	Yio Chu Kang Road by Yio Chu Kang Link towards Serangoon Garden Way
28	Yishun Avenue 1 by Sembawang Road towards Mandai Avenue
29	Yishun Avenue 2 by Yishun Avenue 7 towards Sembawang Road
30	Yishun Avenue 3 by Yishun Rong Road towards Yishun Aenu 2

ANNEX B**Locations of the 20 Digital Speed Enforcement Camera Systems**

S/N	Location
1	Ayer Rajah Expressway towards City
2	Ayer Rajah Expressway towards Jurong
3	Boon Lay Way towards Commonwealth Avenue West
4	Boon Lay Way towards Jalan Boon Lay
5	Bukit Batok Road towards Chua Chu Kang Road
6	Bukit Batok Road towards Jurong Town Hall Road
7	Bukit Timah Expressway towards Pan Island Expressway
8	Bukit Timah Expressway towards Woodlands
9	Holland Road towards Farrer Road
10	Holland Road towards Grange Road
11	Loyang Avenue towards Tampines Avenue 7
12	Pan Island Expressway towards East Coast Parkway
13	Pan Island Expressway towards Tuas
14	Seletar Expressway towards Bukit Timah Expressway
15	Seletar Expressway towards Central Expressway
16	Upper Thomson Road towards Lornie Road
17	Upper Thomson Road towards Sembawang Road
18	Yishun Avenue 1 towards Lentor Avenue
19	Yishun Avenue 2 towards Lentor Avenue
20	Yishun Avenue 2 towards Sembawang Road

Factsheet on Digital Speed Enforcement Cameras

The Traffic Police's new digital speed enforcement cameras have enhanced capabilities to better identify speeding vehicles. The Traffic Police will be able to download the images remotely, allowing the cameras to remain live 24/7.

2. The digital cameras:
 - Eliminate the need to reload and retrieve wet-film negatives;
 - Have a faster processing time so that violators will be informed promptly; and
 - Have enhanced vehicle detection capabilities and coloured images.

3. Of the 11 locations for the new digital speed cameras, six are existing sites and five are new sites. The five new sites were chosen based on violation trends, accident data, and public feedback, while taking into consideration the terrain and road infrastructure.

4. The Traffic Police employs various enforcement strategies to ensure that motorists comply with vehicle/road speed limits. These include the use of static digital speed enforcement cameras 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 Traffic Police's website: <http://driving-in-singapore.spf.gov.sg/>. In addition, patrol officers are continually on the lookout for speedsters who 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.



Key amendments to the Road Traffic Act which will take effect on 1 February 2015

Using Mobile Communication Devices while Driving

Currently, it is an offence to hold a mobile telephone and communicate with another person while driving. The scope of this offence, more commonly known as “handphone driving”, will be broadened to make it an offence to operate any function of a mobile communication device while holding the device and driving. The offence will apply to all mobile communication devices such as mobile telephones and tablet computers.

Introducing a Rebuttable Presumption Regime

2. The Traffic Police will introduce a rebuttable presumption regime for certain types of compoundable traffic offences, such as speeding and beating the red light. Under this regime, the vehicle owner is presumed to have committed the principal offence if he fails to provide the Traffic Police with the particulars of the driver within 14 days. The vehicle owner will be given the opportunity to rebut the presumption by proving that he was not the driver at the time of the offence.

3. It is the responsibility of vehicle owners to keep track of who uses their vehicle and to provide the Traffic Police with the necessary information, when asked to do so.

Providing Particulars after an Accident

4. Currently, a motorist involved in an accident where damage or injury is caused to any person, vehicle, structure or animal, has to stop. He is required to provide his particulars if requested to do so by other persons at the scene of the accident.

5. Motorists involved in accidents will be required to stop and take reasonable steps to provide his particulars to the owner of the damaged vehicle or structure, or the owner of the injured animal even when no one is around to request for such information. In addition, the motorist must report the accident to the police as soon as reasonably practicable, and within 24 hours in any case, unless he has provided his particulars to the persons at the scene, or has been contacted by the owner.