



Tabled, by leave,  
by Mr Graham  
Staffell  
Clerk of the Parliaments  
27 / 6 / 2023

## ROAD TRANSPORT AMENDMENT (DEMERIT POINT REDUCTION TRIAL) BILL 2023

### STATEMENT OF PUBLIC INTEREST

#### **Need: Why is the policy needed based on factual evidence and stakeholder input?**

The bill delivers on the Government's election commitment to introduce an incentive to reward drivers who remain offence free during the trial period with the removal of one demerit point.

#### **Objectives: What is the policy's objective couched in terms of the public interest?**

The bill implements the Government's commitment to provide a demerit point incentive scheme for drivers who display safe driving behaviour during the trial.

#### **Options: What alternative policies and mechanisms were considered in advance of the bill?**

Two options were considered to implement the trial. The first (Option 1) was to fully automate the trial by making changes to the Transport for NSW (TfNSW) computer system (DRIVES). This option was estimated to cost approximately \$3.1M in IT costs and resourcing, with a timeframe for delivery of November 2024.

Option 2 was to run a report against DRIVES to take a 'snapshot' of drivers with who have 'active' demerit points at the date the 12-month trial period commences. That is, drivers who have any demerits points recorded within the three-year period immediately preceding the trial start date. Under this option, costs are estimated at approximately \$600,000 in IT costs and a further \$1.1M in additional resources such as staff required for manual processing and anticipated increases in customer enquiries.

#### **Analysis: What were the pros/cons and benefits/costs of each option considered?**

Given the capital costs, resourcing, and delivery timeframes of Option 1, it was considered that Option 2 was the preferred option.

The current legislative provisions (the *Road Transport Act 2013*) do not allow TfNSW to remove a demerit point unless it is in relation to correcting an error or mistake in the NSW Demerit Point Register. Therefore, a bill to amend the relevant provisions of the Act was necessary regardless of which option was taken.

#### **Pathway: What are the timetable and steps for the policy's rollout and who will administer it?**

TfNSW will undertake the snapshot of all unrestricted licence holders as outlined above (Option 2).

The bill proposes that the start date of the trial period will be 17 January 2023 and ending on 16 January 2024. All drivers who are identified in the snapshot will have their traffic records monitored and, if no offences are committed during the trial period, TfNSW will commence the process of adjusting that driver's record to remove one demerit point.

#### **Consultation: Were the views of affected stakeholders sought and considered in making the policy?**

TfNSW will consult with key stakeholder agencies such as NSW Police, Revenue NSW and the Department of Justice as required during the trial period and also during the post-trial evaluation so that these stakeholders' views may be reflected in the final report to Government.