

THE EFFICIENCY OF POINTS DRIVING LICENSE COURSES IN CATALONIA.

Chair of the SCT and the UAB

1. Penalties and accident prevention

- Road Safety Plans since 2000 until today have had very positive results.
- But now, with the heroic commitment of zero fatalities, there must be a new exponential requirement shift to reduce 2010 fatalities in half in 2020 and to zero by 2050.

2. Penalties and accident prevention

- So far road safety results have been presented according to minor accidents, serious accidents and fatalities.
- From now on, they can also be presented according to the sanctions, that are easier to understand.

3. Penalties and accident prevention

Change of approach to penalties

- So far penalties were seen as the preventable cause of accidents
- But it is also a result indicating the success-failure obtained
- We want a future with few penalties, many educational measures and zero fatalities from traffic accidents by 2050

4. Penalties and accident prevention

- The targets to achieve require efforts that must surprisingly be via the almost utopian policy of creating a society without penalties in order for there to be no fatalities

5. Penalties and road safety

- The efficiency of SIMS courses taught in 2009 and 2010 and of penalties two years before and after in Catalonia (2007-2012), is based on the existing relation between a reduction in traffic penalties and a reduction in accidents.

6. Studies related to the sustainability of penalties in the EU with the points system

- Overall, there are good satisfactory results
- There are results of some penalties in 6-month intervals and more than 6 months with mixed results
- A 3-year outcome in a specific factor (seat belt and helmet)
- Of all the studies found on some penalties, they do not exceed 18 months. All 24 sanctions in this survey are 24 months after the course.

7. The 4+1 most frequent penalties

Of the 24 types of penalties used, 5 explain almost 85% of the penalties:

- Speed
- Alcohol and other drugs
- Driver documentation
- General rules on driver behaviour
- Use of seat belts, helmets and other safety measures

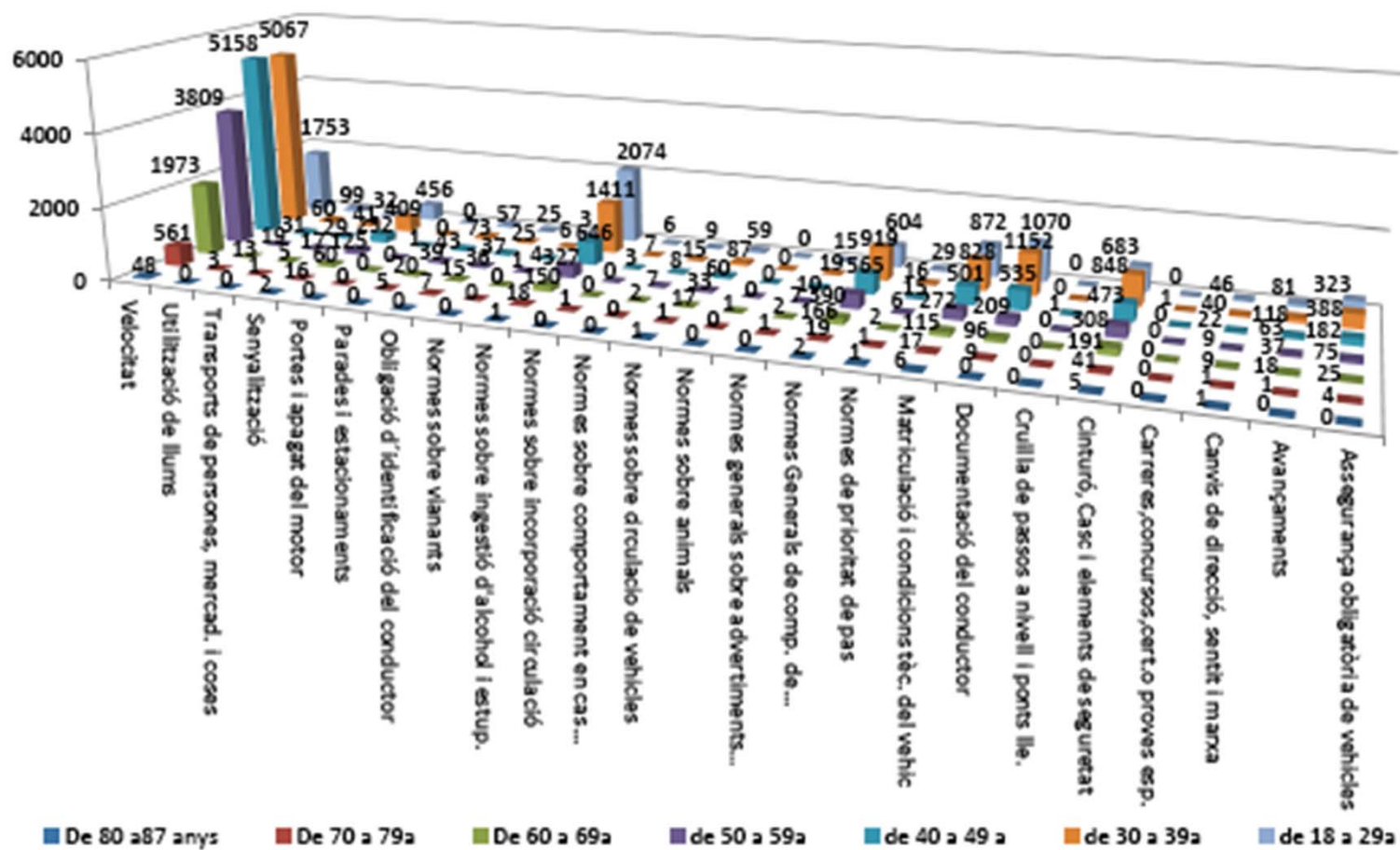


Figure 1. Penalties for 7 age groups

8. Description of analyzed population

Data from the 2010 courses and penalties from 2008-2012

Of the 14,100 driving infringers registered for recovery of points in Catalonia, we have data on penalties two years before and after for 12,358.

9. Gender and penalties

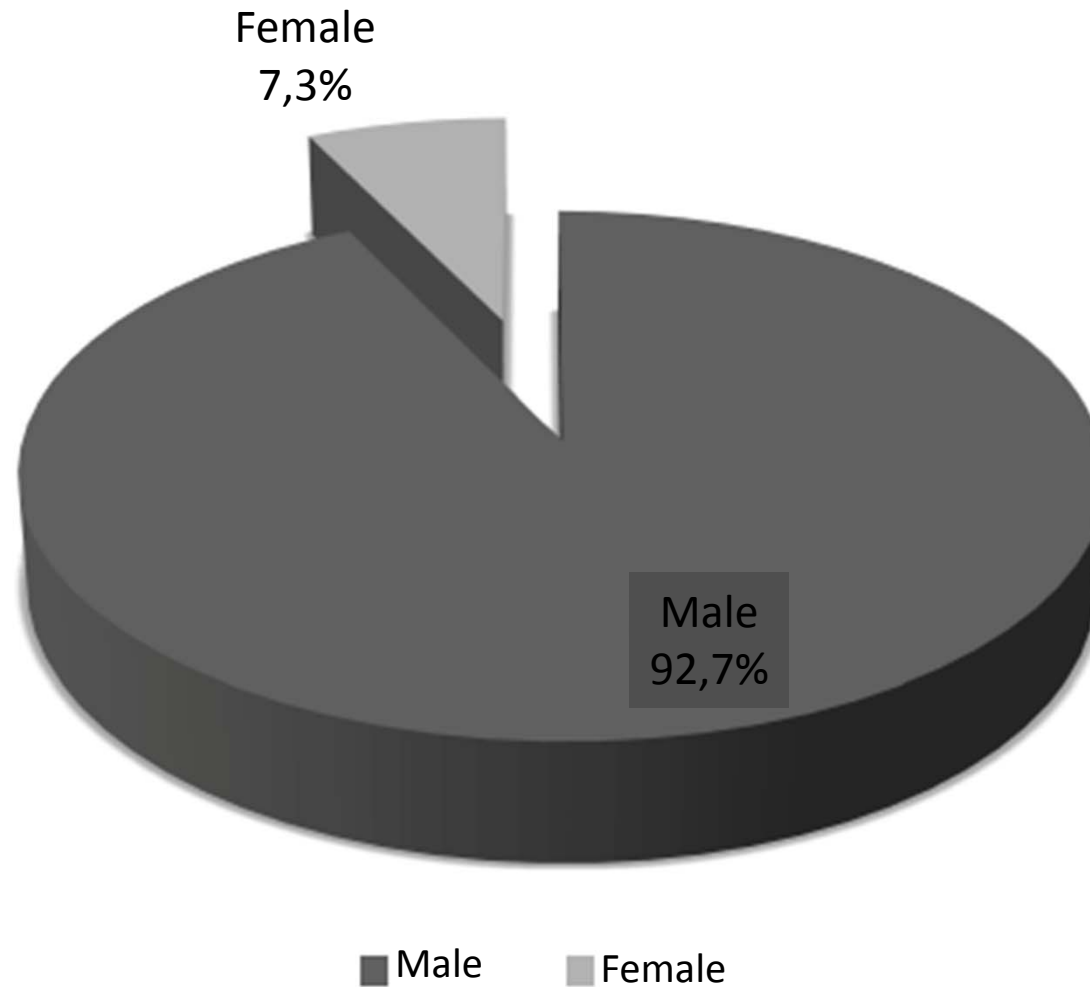
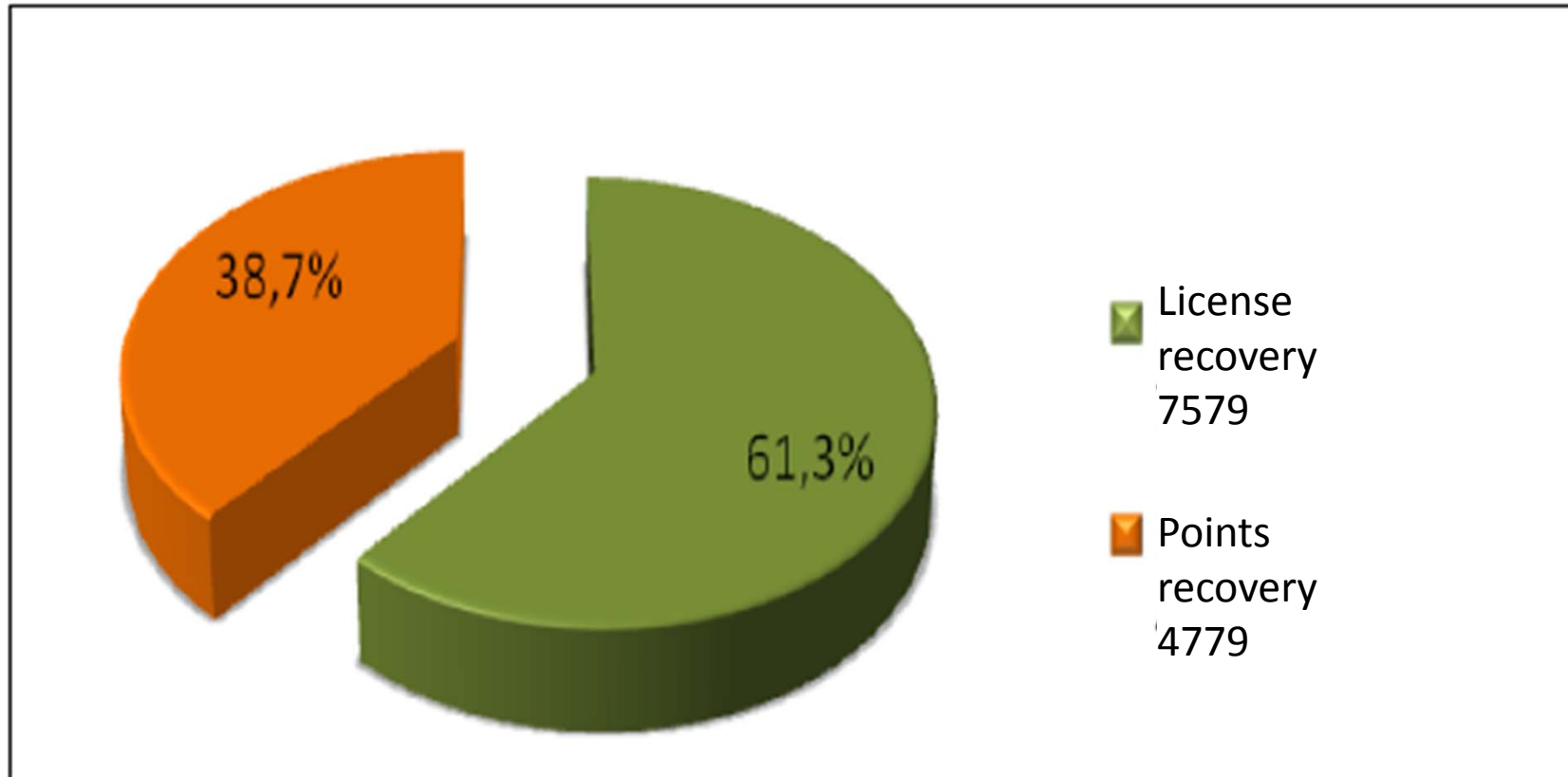


Figure 2. Population distribution by gender

Women are present in 7.3%. And they disappear from higher risk groups after the course.

One issue to be defined, with hour and driving time corrections:
gender equality and safety profile

10. Points and license recovery



By gender: Male 11,462 and Female 896 (7,3%). Total 12,358

Figure 3. License and points recovery population

Points recovery course: 12 hours
on changing attitude

License recovery course: 12 hours
on changing attitude and a
theoretical examination with 12h
of preparation

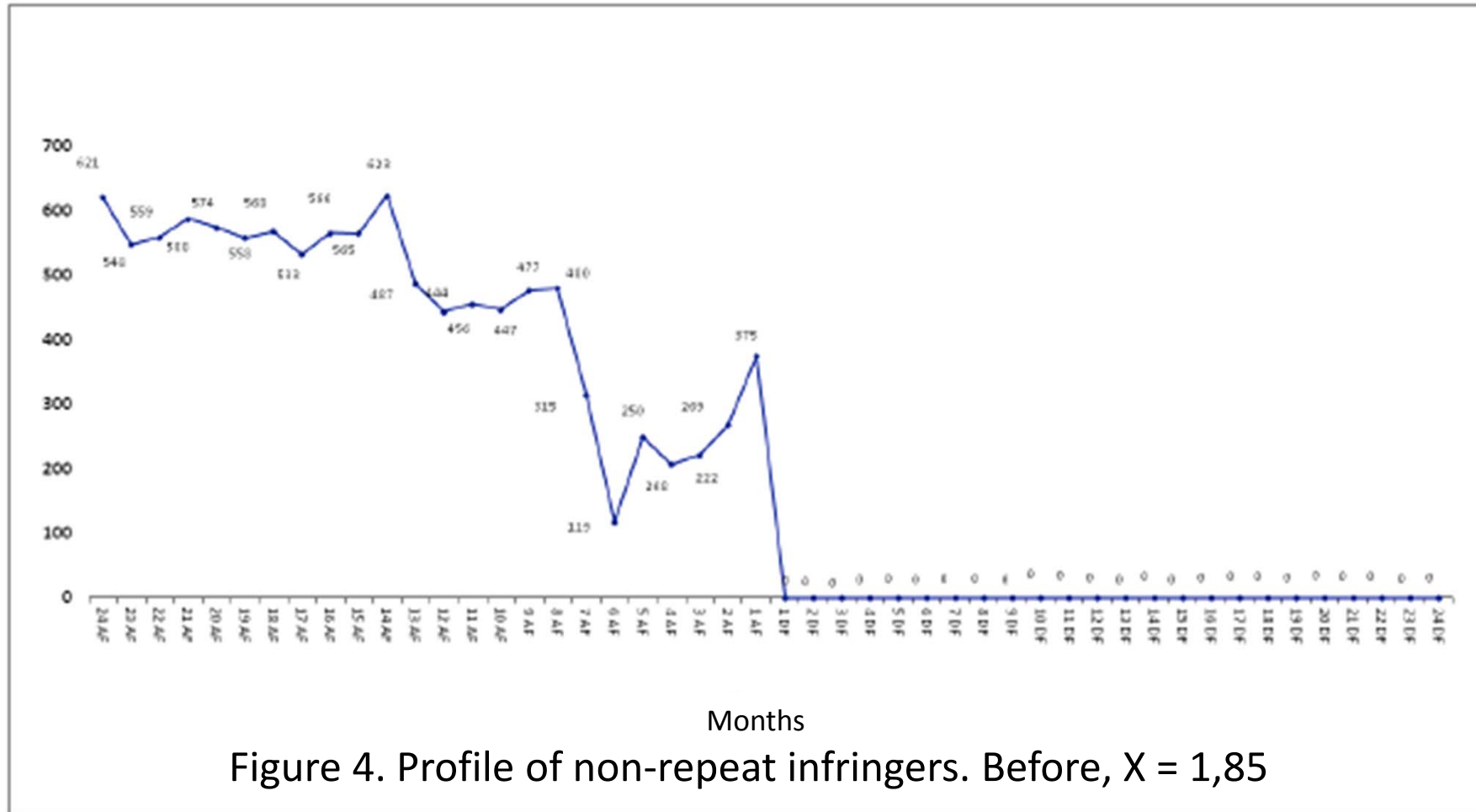
The punishment (penalties) is effective immediately but results do not last.

Education (changing attitudes) is slow but long-lasting.

Penalties and education combined are more effective and reduce penalties.

We want a future in which education prevails, with few penalties and zero fatalities.

11. SIMS 2.010 12.358. 53% non-repeat infringers



12. SIMS 2.010. 47% repeat infringers

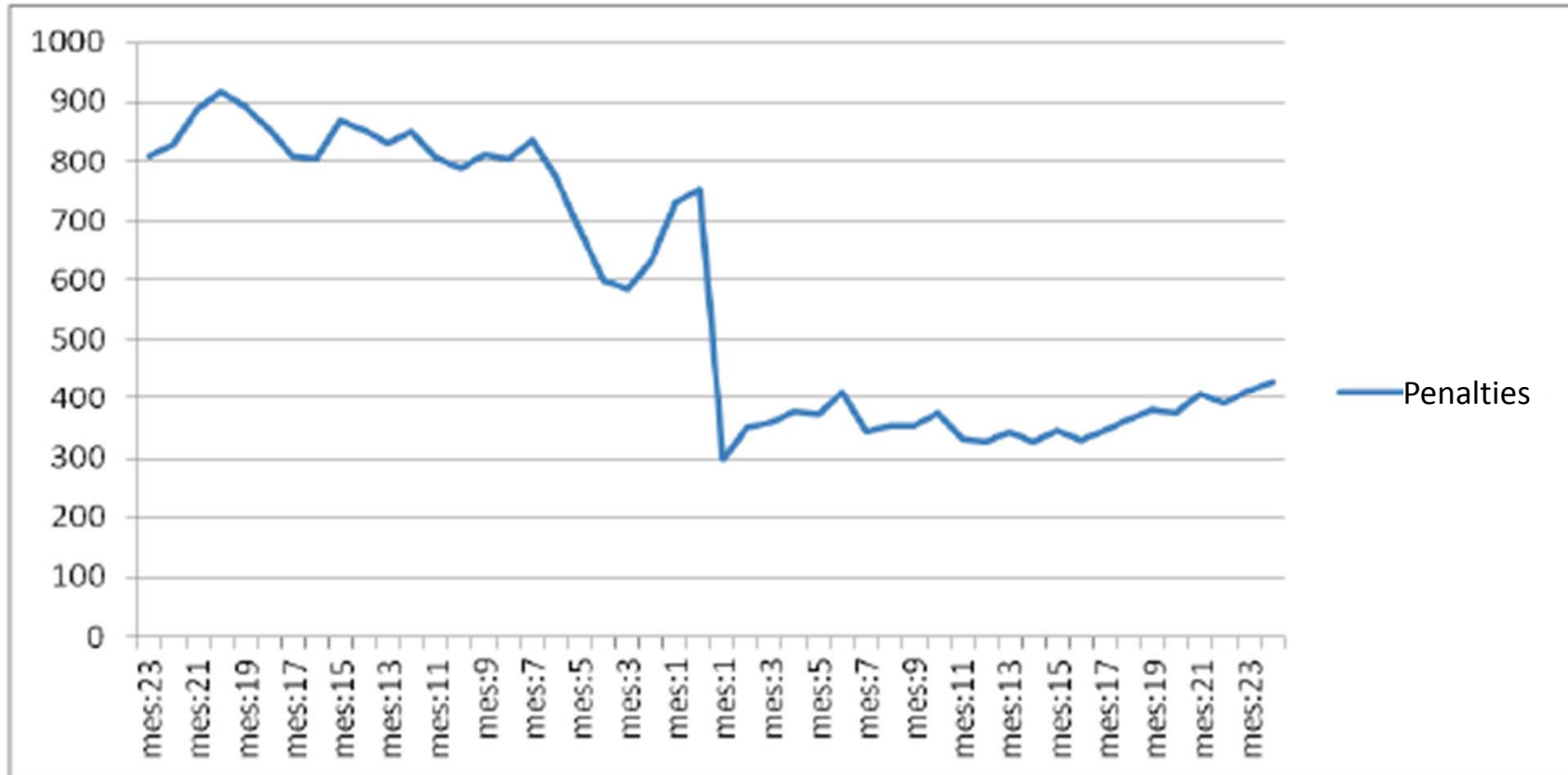


Figure 5. Profile of repeat infringers before and after the course.
Before, $X=3,9$ over 24 months. After, $X=2,9$ penalties

13. Penalties of repeat and non-repeat infringers, $X = 3.9$ and 1.85

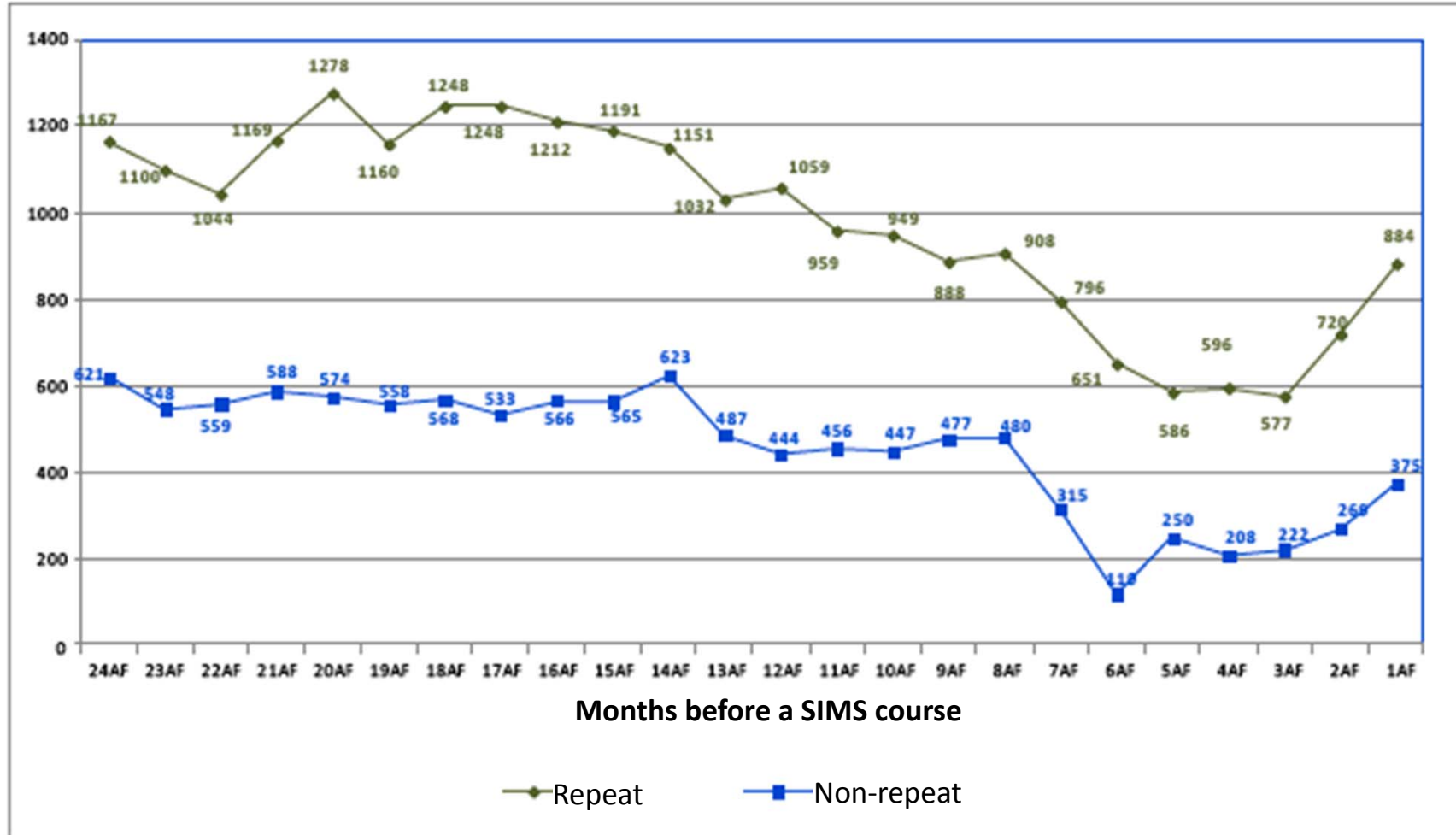


Figure 6. Penalties of repeat and non-repeat infringers

14. Penalties by age

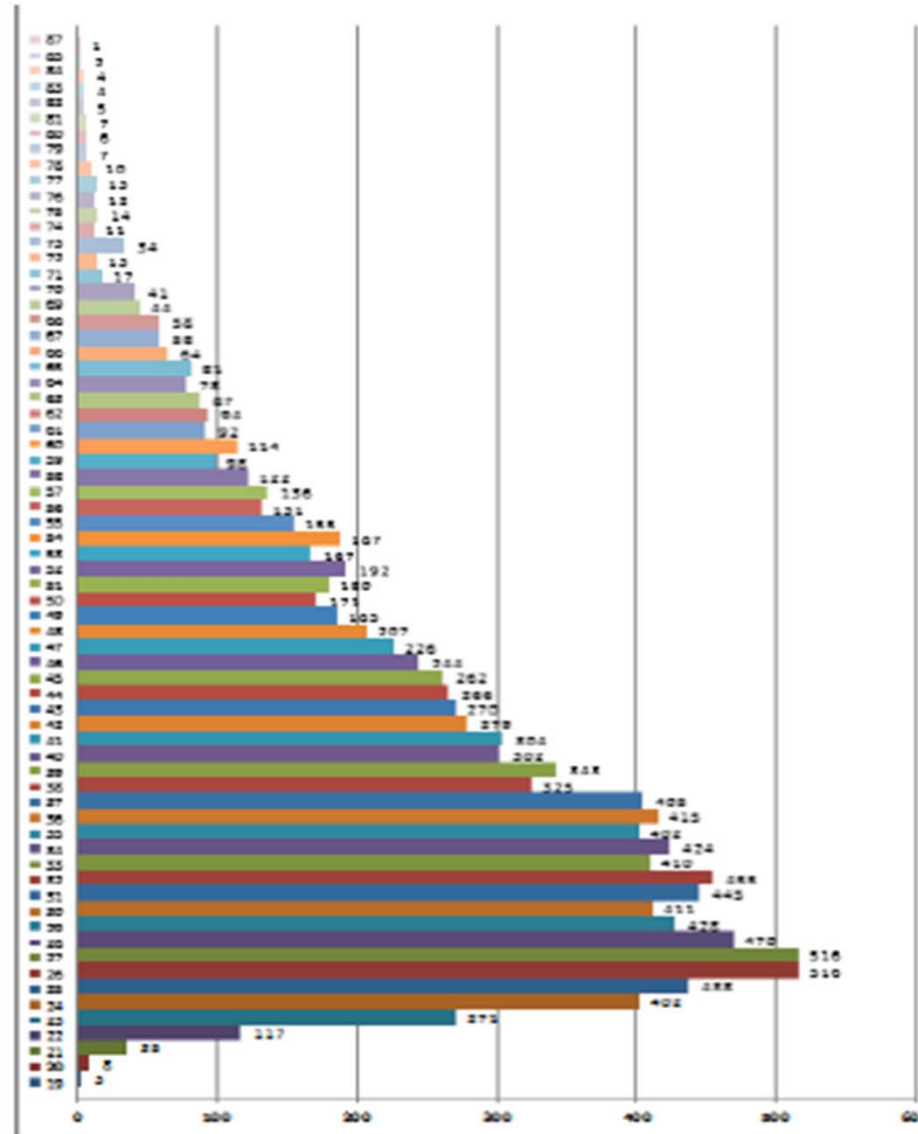
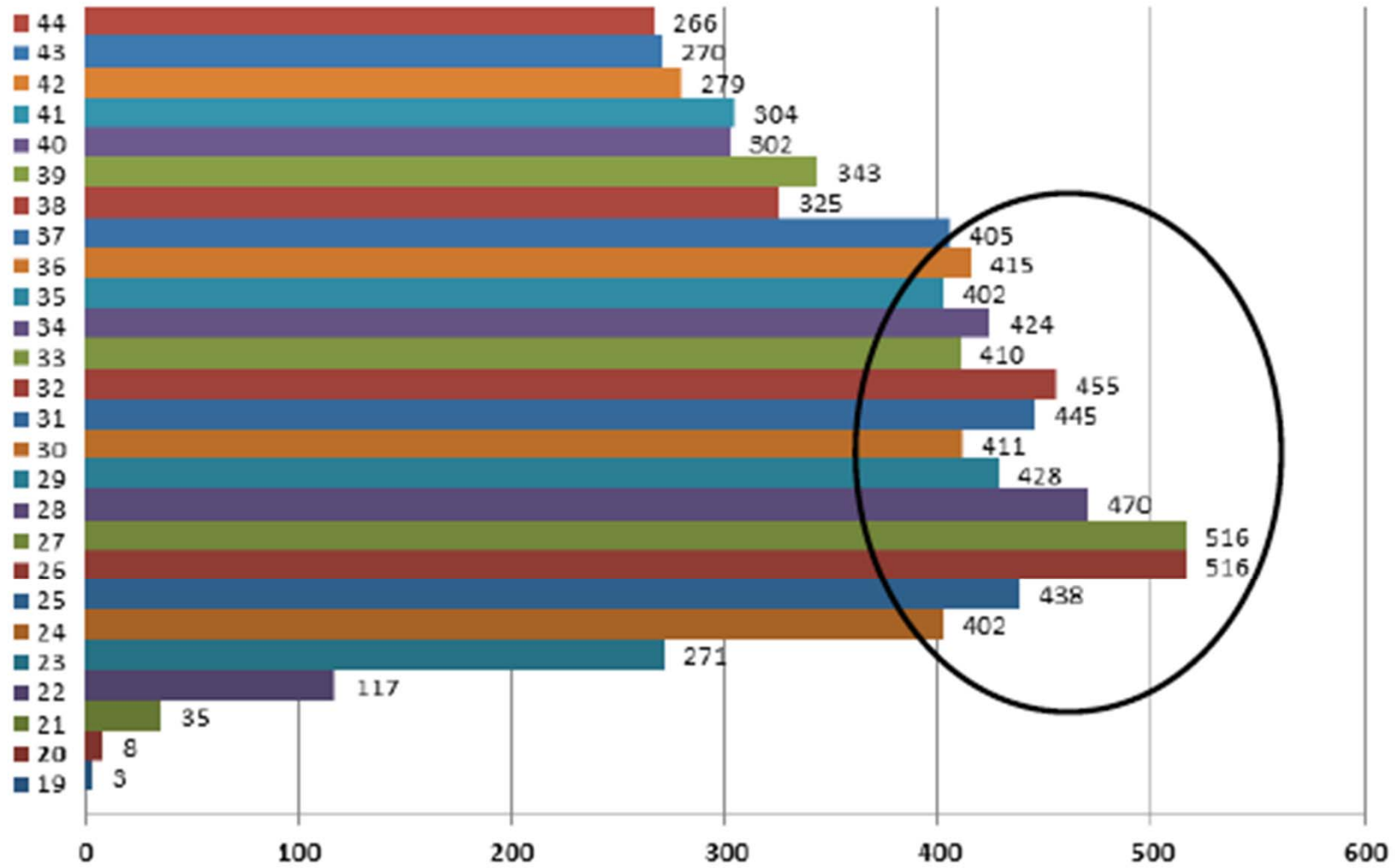


Figure 7. Penalties by age

15. The strip with most penalties is the 22-37 age gap



16. Reduction of the 5 dominant penalties

| Type of penalty | before | after | % |
|------------------------|--------------|--------------|-------------|
| 1 Speed | 18,422 | 9,668 | 47.6 |
| 2 Alcohol et al. | 4,627 | 1,167 | 74.8 |
| 3 <i>Documentation</i> | <i>3,071</i> | <i>1,044</i> | <i>66.0</i> |
| 4 General rules | 2,665 | 780 | 70.3 |
| 5 Seat belt, helmet | 2,549 | 593 | 76.7 |

17. Penalties of the study population

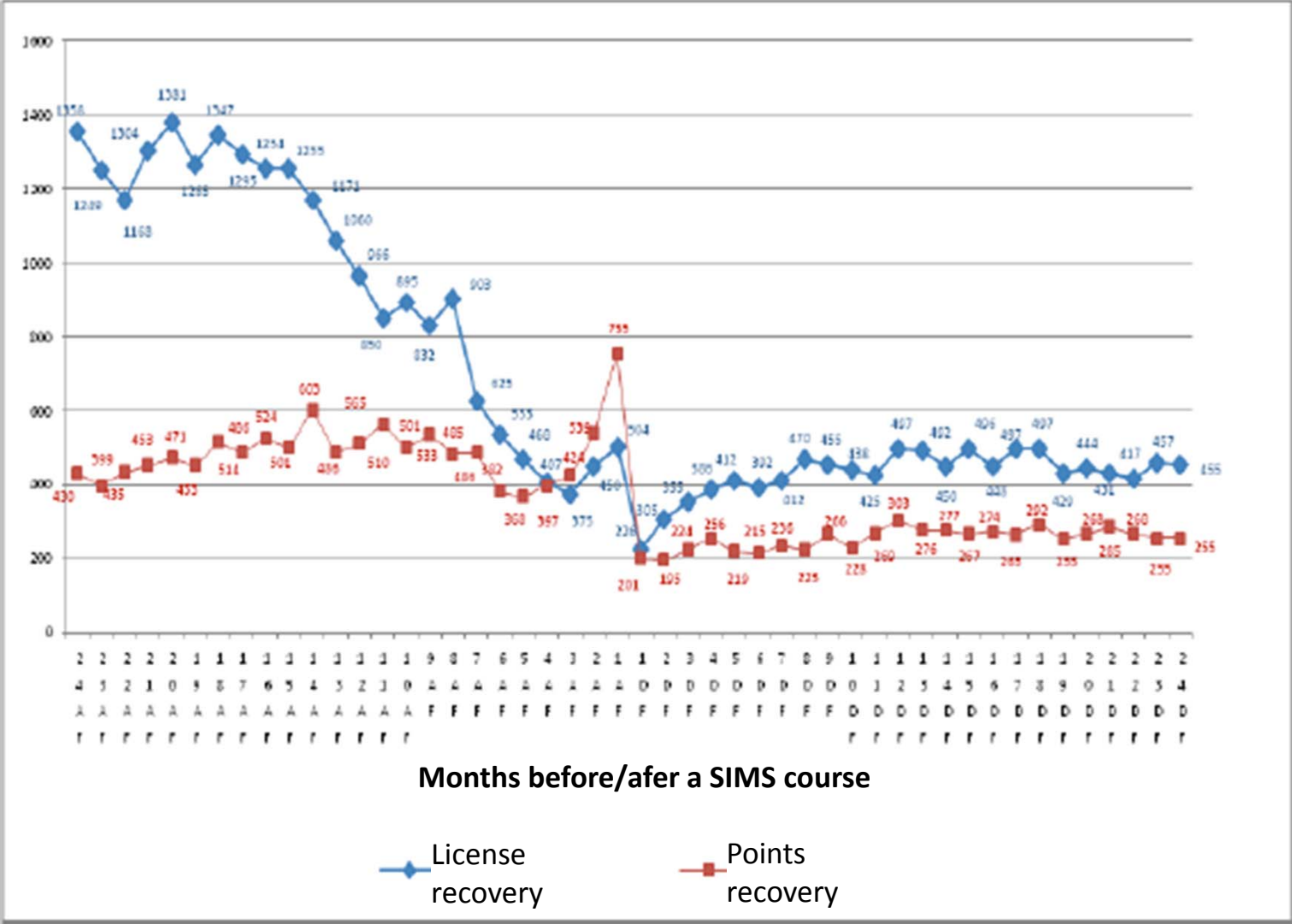


Figure 8. Penalties of the study population, before and after the course

The more penalties
there are before the
course, the harder it
is to reduce them
after the course

| COURSE | NON-REPEAT INFRINGERS | REPEAT INFRINGERS |
|-------------------------------------------------------------------------------------------------|-----------------------|---------------------|
| No. of infringers | 6,215 | 6,143 |
| No. of penalties before the course | 11,507 | 24,559 |
| Percentage of penalties | 31.94% | 68.06% |
| X of penalties per driver before the course | 1.85 | 3.99 |
| No. of penalties after the course and reduced penalties | 0 (11,507) | 17,048 (7,511) |
| X of penalties per driver after the course | 0 | 2.92 |
| Differences in penalties before and after the course for repeat infringers and average obtained | | 7,510,5 X = 1.07 |

If we want maximum efficiency – zero penalties (zero fatalities) – we have to try that no drivers exceed the average of 1.85 in two years

Our red line is at 3.99 for nearly half of male and female repeat infringers.

We leave them at 2.92 instead of 1.85

Surprisingly:

Those with less penalties are the ones with the greatest reductions.

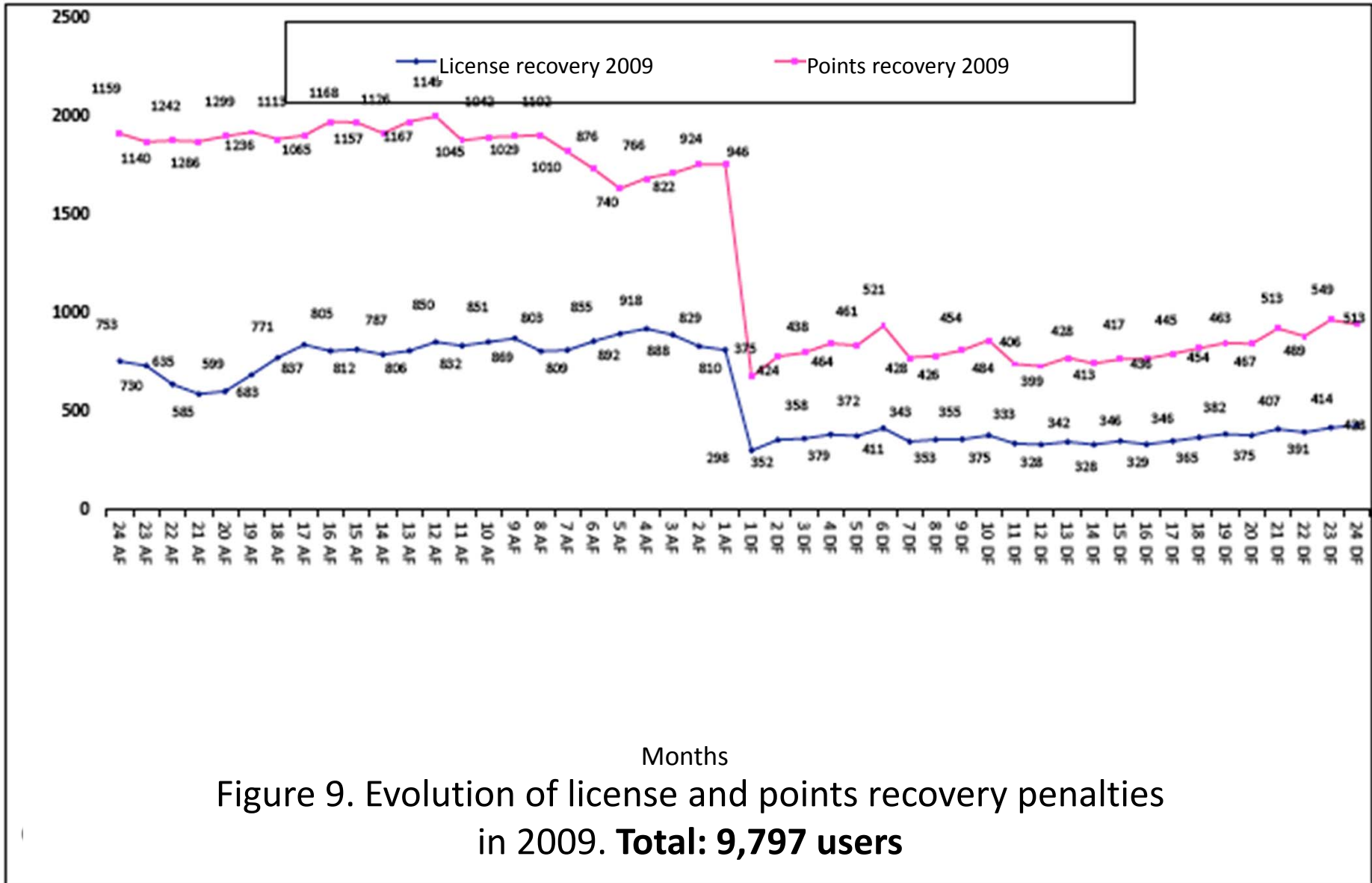
Those in the 1.85 average reduce all their penalties (11,507)

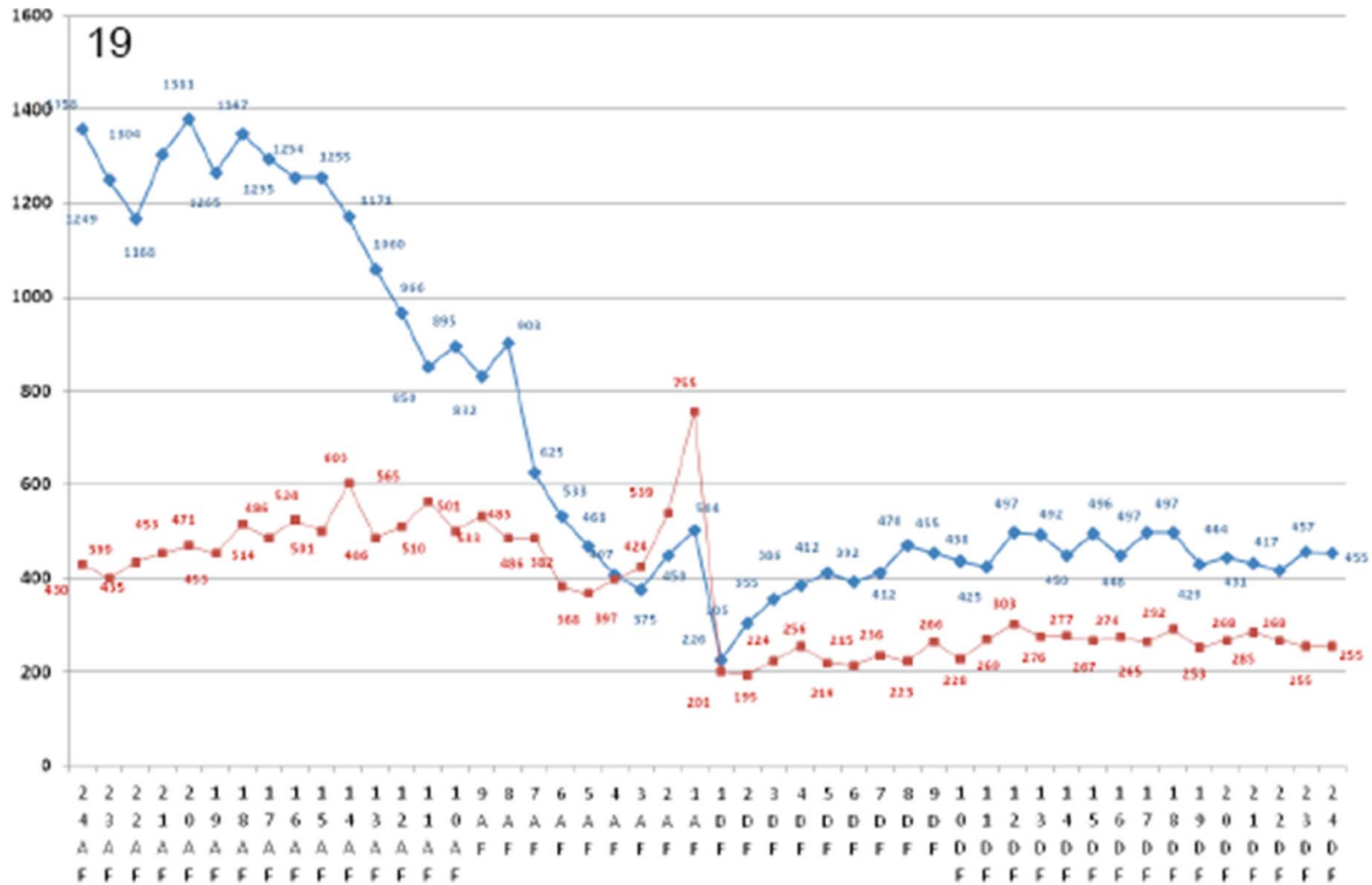
And those at 3.99 with 24,559 only reduce 7,511 penalties

Conclusion:

We must ensure that no male or female driver exceeds 1.85 in two years

18. Evolution of penalties





Months before / after the SIMS course

— License recovery 2010 — Points recovery 2010

Figure 10. Evolution of overall penalties, two years before and after the training performed in 2010

Trends are maintained in 22,155 cases analyzed (9,797 in 2009 and 12,358 in 2010).

A 1.29% increase in penalties between the two years is perhaps not significant, but we need to be alert in the future.

So far so good, but not only do we have to maintain the number of penalties but we need to reduce them to reach a level of zero fatalities.

We must insist on the initial and continuous training of drivers to reach a level of less than 1.85 penalties in two years for repeat infringers losing points and driving licenses.

THE POINTS SYSTEM IS AN
EDUCATIONAL AND PUNITIVE ACTION

THERE IS A LONG WAY AHEAD SO THAT
MOBILITY CAN BE THE EXPRESSION OF
THE ESTEEM WE HAVE FOR OUR OWN
LIFE AND THE LIVES OF OTHERS