

Fit to Drive

7th International Traffic Expert Congress
25th – 26th April 2013
Berlin



The EU project BESTPOINT: Final Results

Thursday, 25th April 2013

- Klaus Machata
- KFV (Austrian Road Safety Board)



History of the project

- Since Fit2Drive I (Berlin 2006)
Demerit Points Systems under review
- Impact on road safety – especially long-term – hard to identify
- Initiative of Dr. Nickel for EU-wide
Best Practice exercise
- Call for proposals summer 2009
- BestPoint 2010-2012





Objectives

- Collect
- Analyse
- Summarise
- Disseminate

Best Practices for Demerit Point Systems (DPS)

Final outcome:

Best Practice Handbook for the implementation of an effective DPS





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Partners of the **B^o** project:



DTU Transport
Department of Transport



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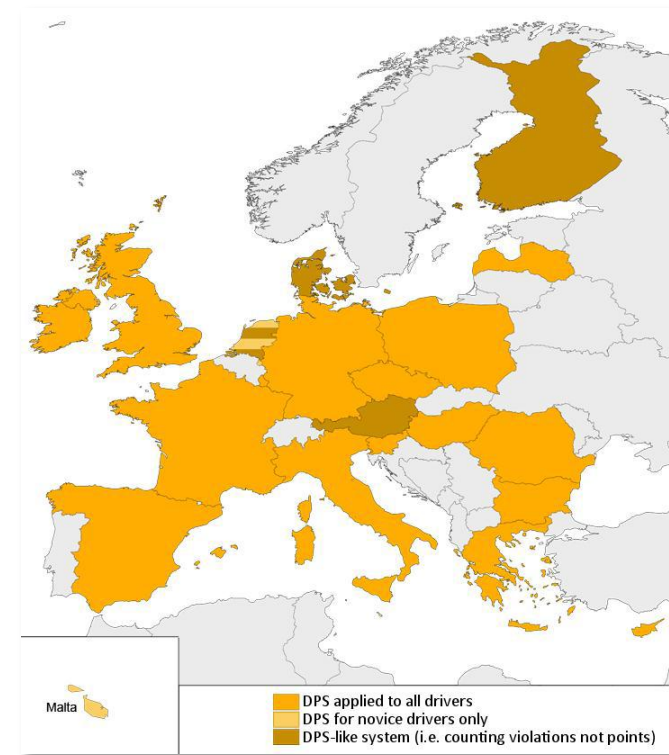
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DPS are standard prerequisite in the EU...

- 21 of 27 Member States
- UK (60's), D (74), F (92), ...
- All different
- Impact on road safety often short term
- Lack of evaluation studies





Impact on Road Safety?

Meta analysis

(Castillo-Manzano 2012):

- 15 to 20% reductions in crashes, fatalities and injuries
- ... seem to wear off in under eighteen months





The Handbook: Aims, Scope and Target Audience

- Recommended practices for designing and implementing a DPS
 - Offences & points, user groups, thresholds
 - Intermediate measures
 - Rehabilitation measures
 - Administrative and organisational issues
- Targeted at
 - Member States' authorities: setting up, modifying, reviewing their DPS
 - EU institutions





Basic Prerequisites

For a sustainable preventive effect:

- High **actual chance** of losing the licence: enforcement levels and methods
- High **perceived chance** of losing the licence: communication on enforcement and withdrawals

...not only when introducing the DPS, but permanently!





Offences and points

- Relationship with **crashes or crash severity**
- Link **number of points** to relevance for causing crashes/injuries
- Link **lifetime** of points to severity and frequency of offences
- Lifetime of a point not less than one year





Recommended points catalogue

Only offences with straightforward relationship with crashes or crash severity:

1. **Speeding** (exceeding the legal speed limit)
2. **Alcohol** and/or **drugs**
3. **Seatbelt** wearing, **helmet** wearing (powered two-wheelers), **child restraints**
4. **Red light** running
5. Violation of **priority** rules
6. Dangerous **overtaking**
7. Minimum **headway** between vehicles
8. Endangering pedestrians at **zebra crossings**
9. Illegal use of **mobile phones** or other communication devices
10. **Railway level crossings**
11. **Wrong way driving** and use of **forbidden lanes**
12. **Hit and run** – and other dangerous post-accident misbehaviour



Road User Groups

- Special conditions for **novice drivers**
- Consider professional drivers
- Test **alcohol/drug offenders** for addiction (→ alcohol interlock?)
- Target **holders of driving licences**, but include relevant offences by all
- “**Repeat recidivists**”: psychological diagnostics and driver improvement, aimed at attitudes and behaviour





Enforcement & Communication

- **Enforcement** is key to success of DPS
- **Automatic** camera enforcement and random **breath testing**
- Points to be assigned to the **driver** – if unfeasible, to the owner.
- **Communication** about enforcement to increase the subjective chance of getting caught
- **Public information** on safety effects, drivers with points and withdrawals





Intermediate & Rehabilitation Measures

- Four-step approach:
 - **Information** and **warning** letters
 - **Driver improvement** course on attitudes & behaviour rather than knowledge & skills.
 - Licence **withdrawal** for a period of between 3 and 12 months.
 - **Rehabilitation** course. For severe cases include medical-psychological examination and behavioural assistance & monitoring.
- Curriculum! Skills of instructors!



Organisation, Administration and Monitoring

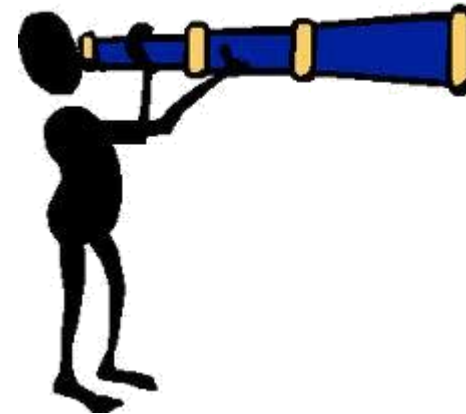
- **Central** administration
- **Simple, clear, fast** and largely **automated** administrative procedures
- Easy access for offenders to point status, e.g. via Internet
- **Anti-fraud** policies: unlicensed driving and points' trafficking
- Daily statistics about notifications
- Regular statistics to **monitor** the DPS
- **EU DPS database**





Future Perspectives: 5 Steps

1. **Voluntary information exchange** between countries on offences
2. **EC Recommendation** to adopt DPS based on BestPoint guidelines
3. **Virtual national driving licence** for non-residents
4. **Every MS** has DPS with minimum list of offences; conversion table
5. Long-term: one single **DPS at EU level** + intermediate & rehabilitation measures





Conclusions

- DPS considered a **fair approach** to improving safety
- Equality of rich & poor, residents & non-residents
- Enforcement & communication are key
- EU level: contribution to reaching the road safety targets
- The challenge is to maintain initial effects:
BestPoint Handbook



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Make use of it!



www.bestpoint-project.eu

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