

Study of the Spanish penalty points driving license system and reform proposals

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Subdirectorate of Investigation and Analysis



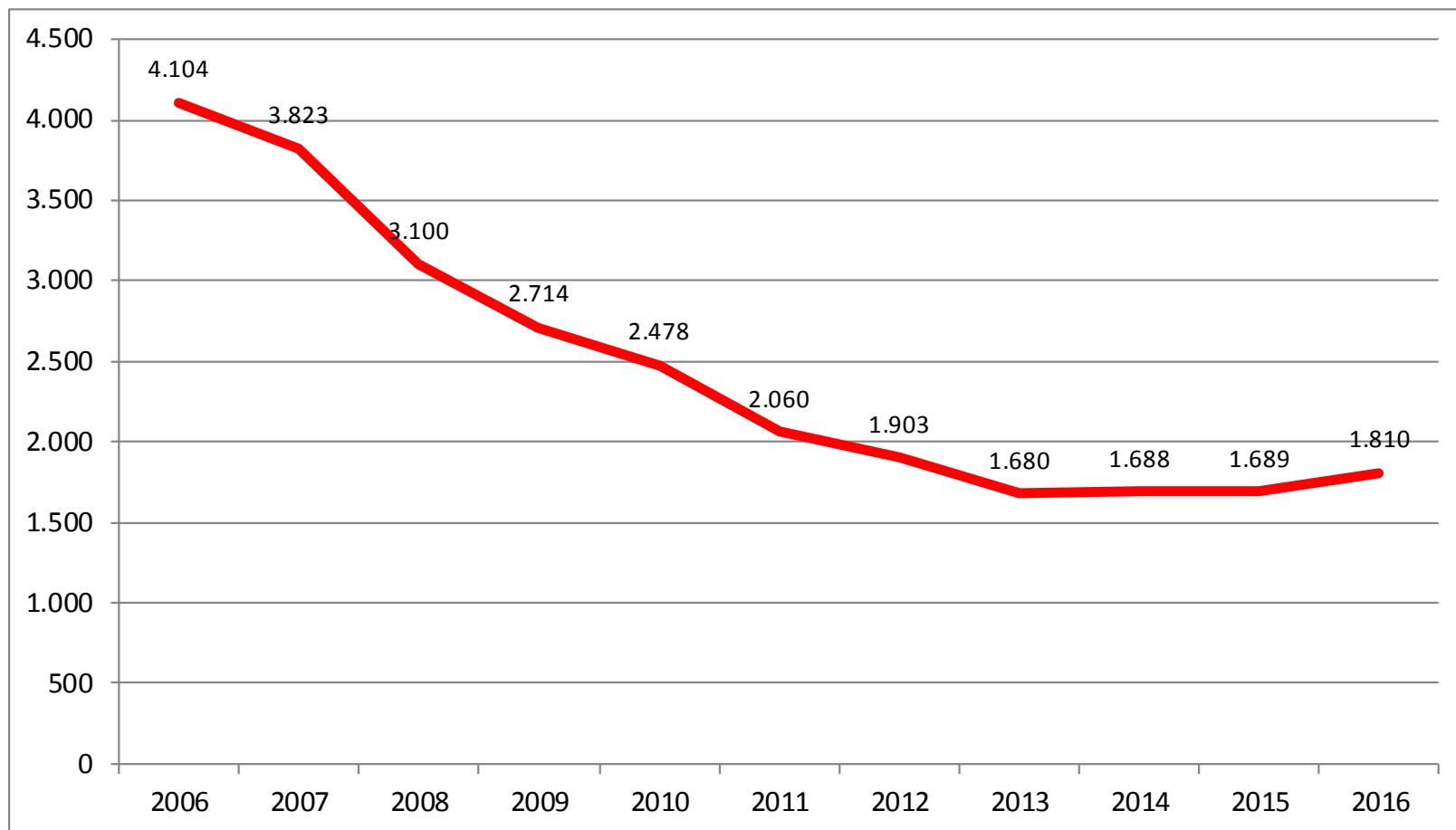
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List of contents

- The penalty point system in Spain
- The study
- Offender profile
- Relationship between accidents and sanctions
- Effectiveness of the courses for the total recovery of points
- Conclusions and suggested improvements

Evolution of fatalities



The study

- It is necessary to make a diagnosis and determine which aspects could be improved
- We have considered the following data bases:
 - Sanctions: From 1 July 2006 until 31 December
 - Courses: From 1 July 2006 until 31 December
 - Accidents: 2013-2016
- Three chapters:
 - Analysis of the offender profile
 - Relationship between accidents and sanctions
 - Effectiveness of the courses for total recovery of points.

Groups

- Three groups depending on the number of sanctions

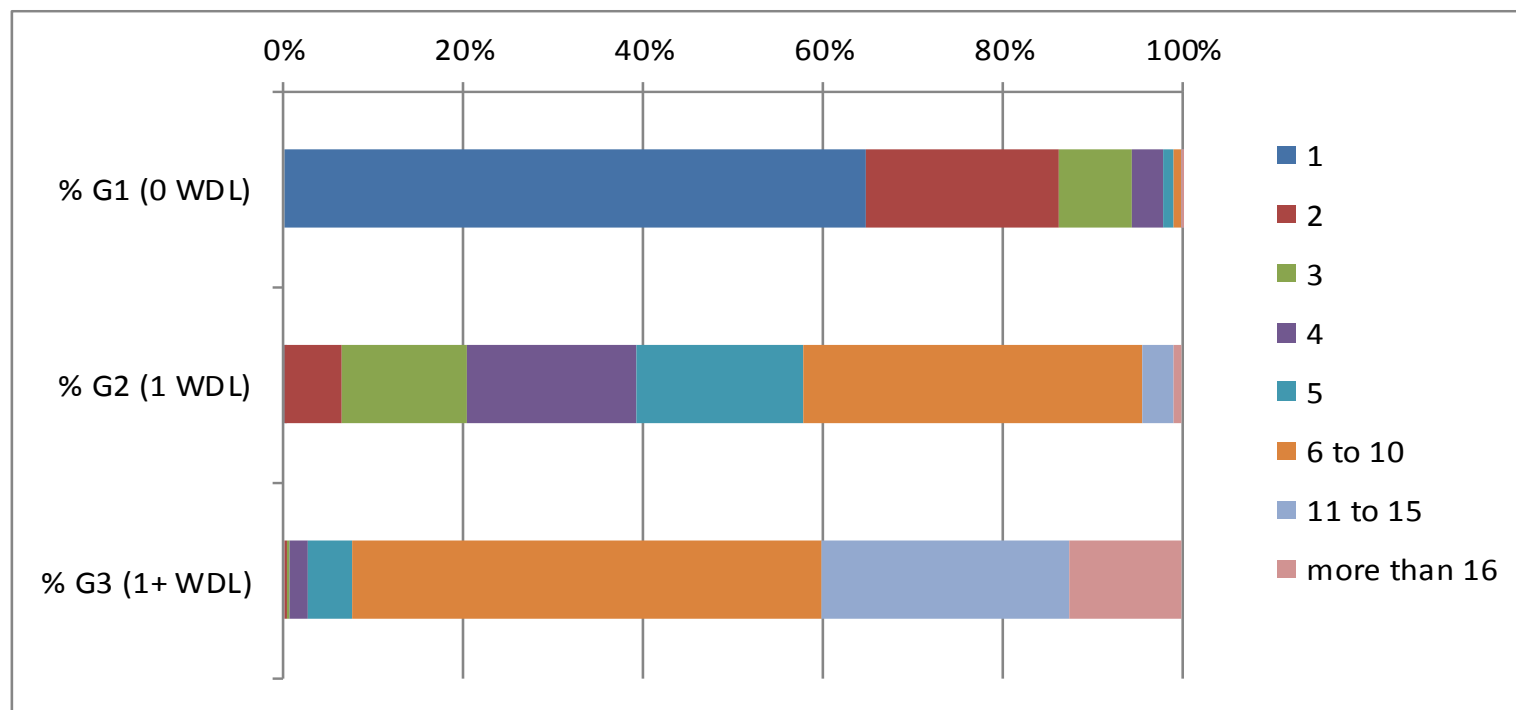
Group	Selection criteria	Number of drivers
1	Drivers with some sanctions involving reduction of points but without disqualification from driving	7.007.775
2	Drivers with one disqualification from driving	138.129
3	Drivers with two or more disqualifications	6.877

Aspects

- Number of sanctions
- Type of sanctions
- Time elapsed between two sanctions
- Age of offenders

Number of sanctions

Drivers with withdrawals of driving license have a great number of sanctions: Drivers in Group 3 have 6,72 times more sanctions than in Group 1

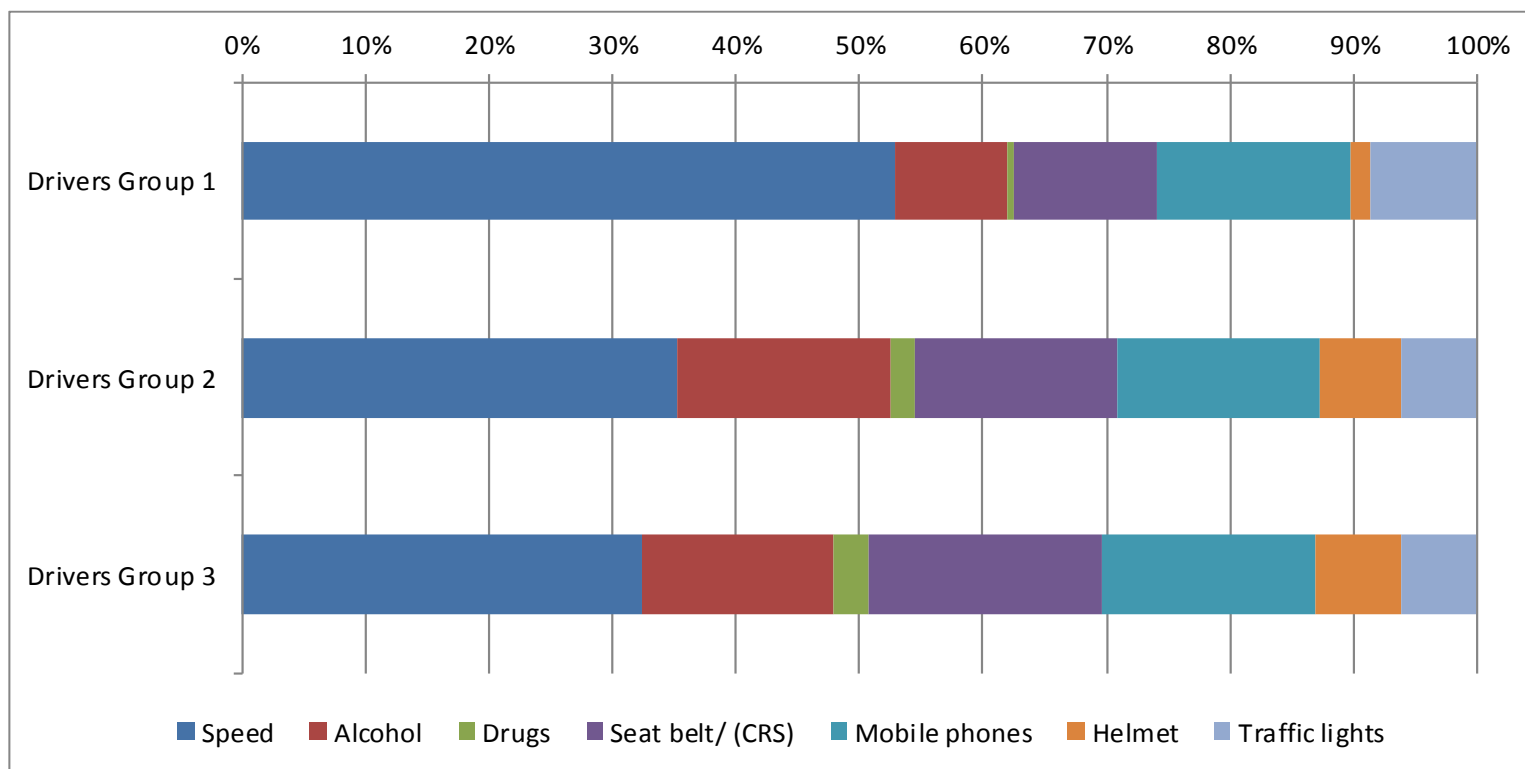


* WDL: Withdrawals of driving license

Percentage of offender's number of sanctions for each group

Type of sanctions

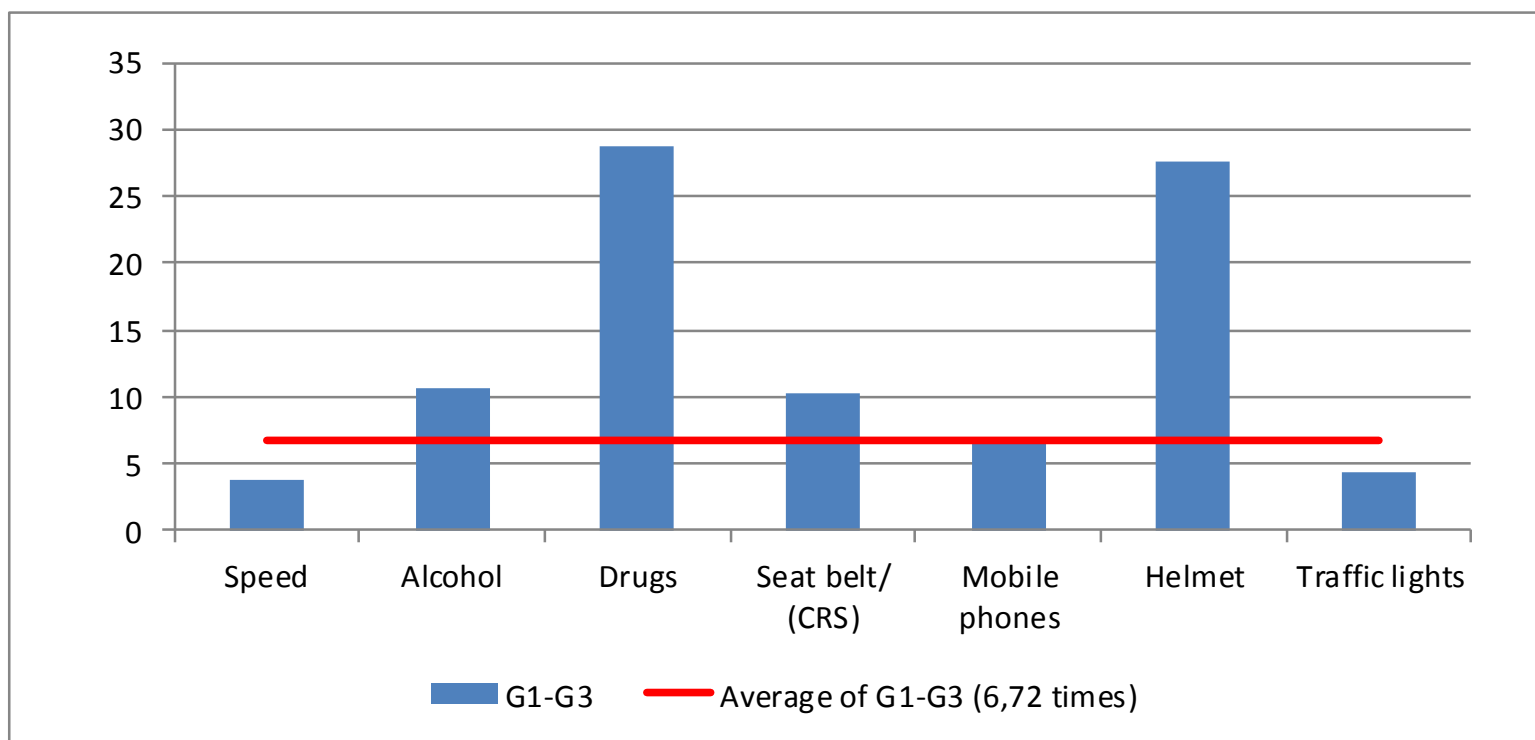
The number of Alcohol, Drugs and Seat belt sanctions increases for drivers with withdrawals of driving licenses



Percentage of offender's type of sanctions for each group

Type of sanctions

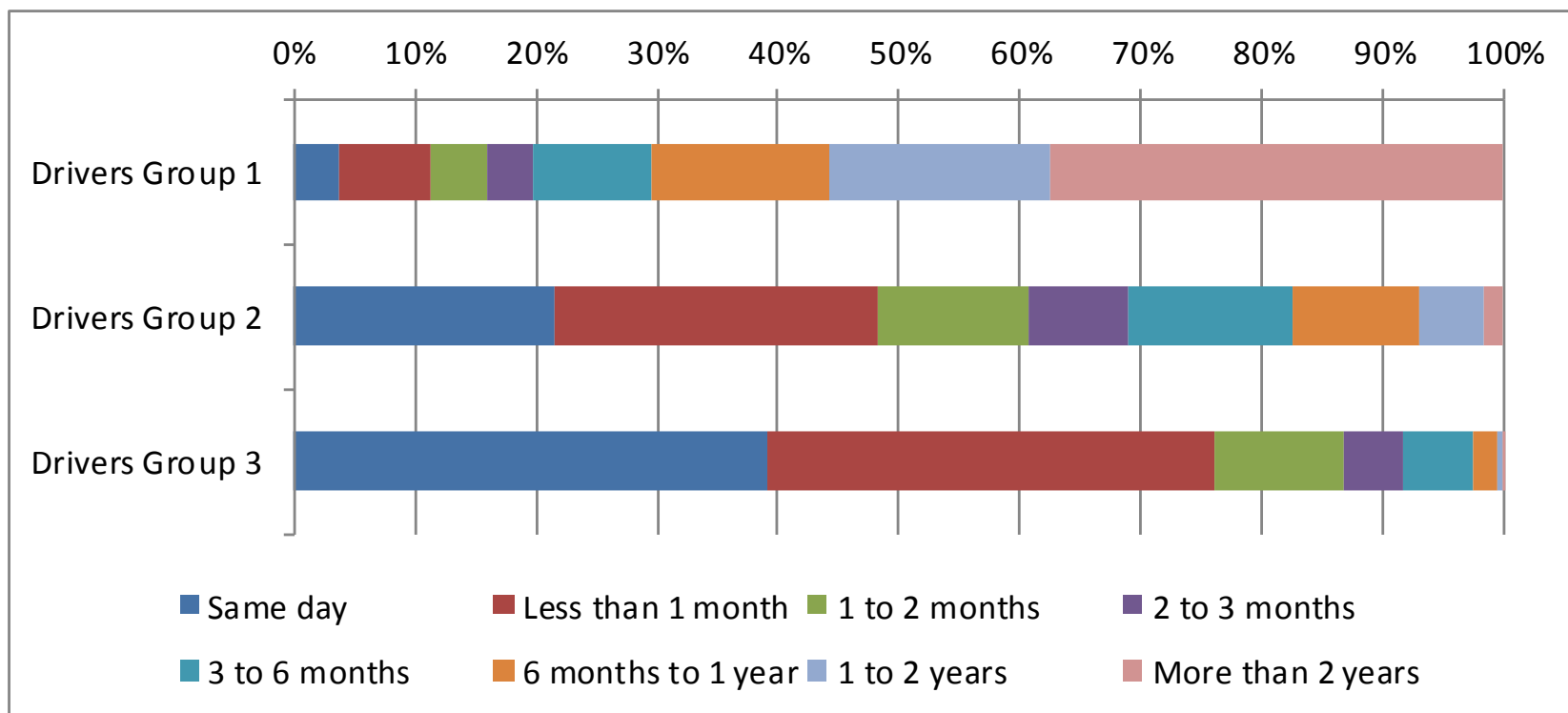
The rate of drugs and helmet sanctions for drivers in Group 3 is 28 times higher than the average rate for drivers in Group 1



Comparison among groups 1 (0 withdrawals) and Group 3 (1+ withdrawals). Sanctions per thousands of registered drivers.

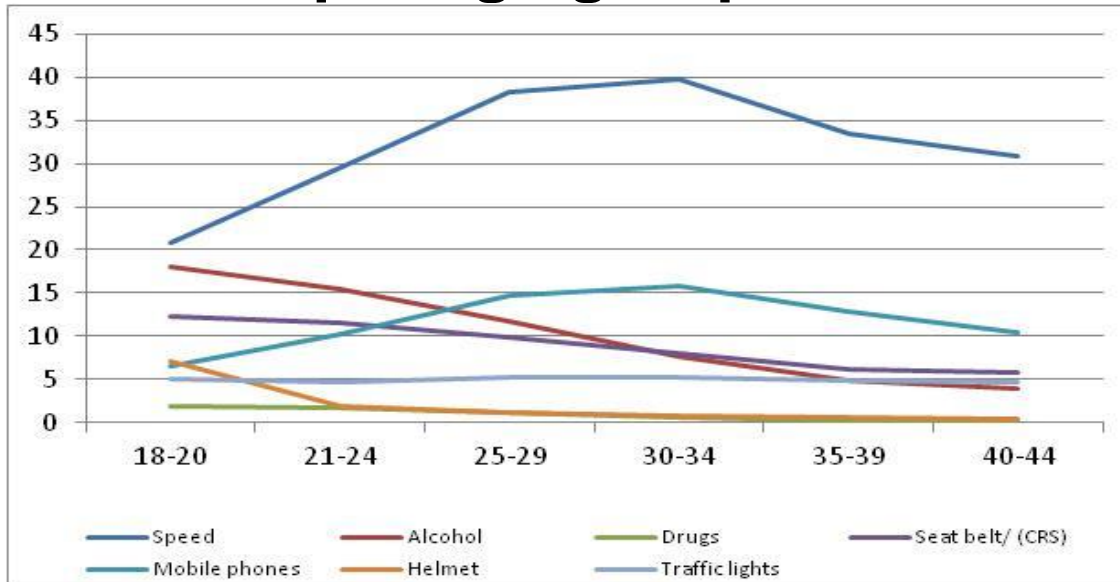
Period of time between sanctions

44% of drivers in Group 1 received at least two sanctions in a period shorter than 1 year; 93% in Group 2 and 99% in Group 3



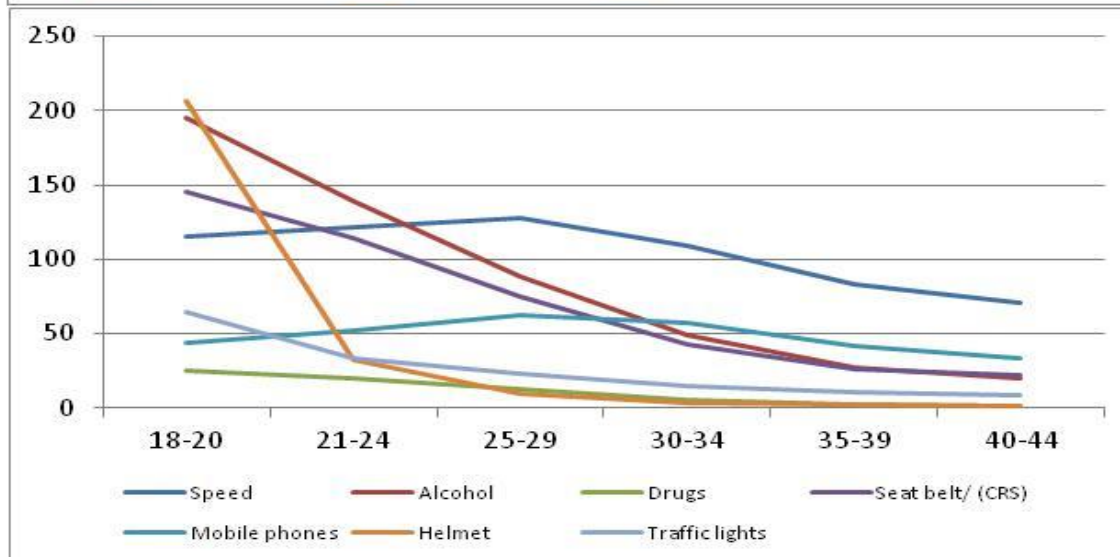
Percentage of offenders in each group according to the time elapsed between two sanctions

Type of sanctions per age group



Group 1

Alcohol: 18-34
 Speed: 21-54
 Seat belt: 18-34
 Mobile phone: 21-44
 Helmet: 15-29



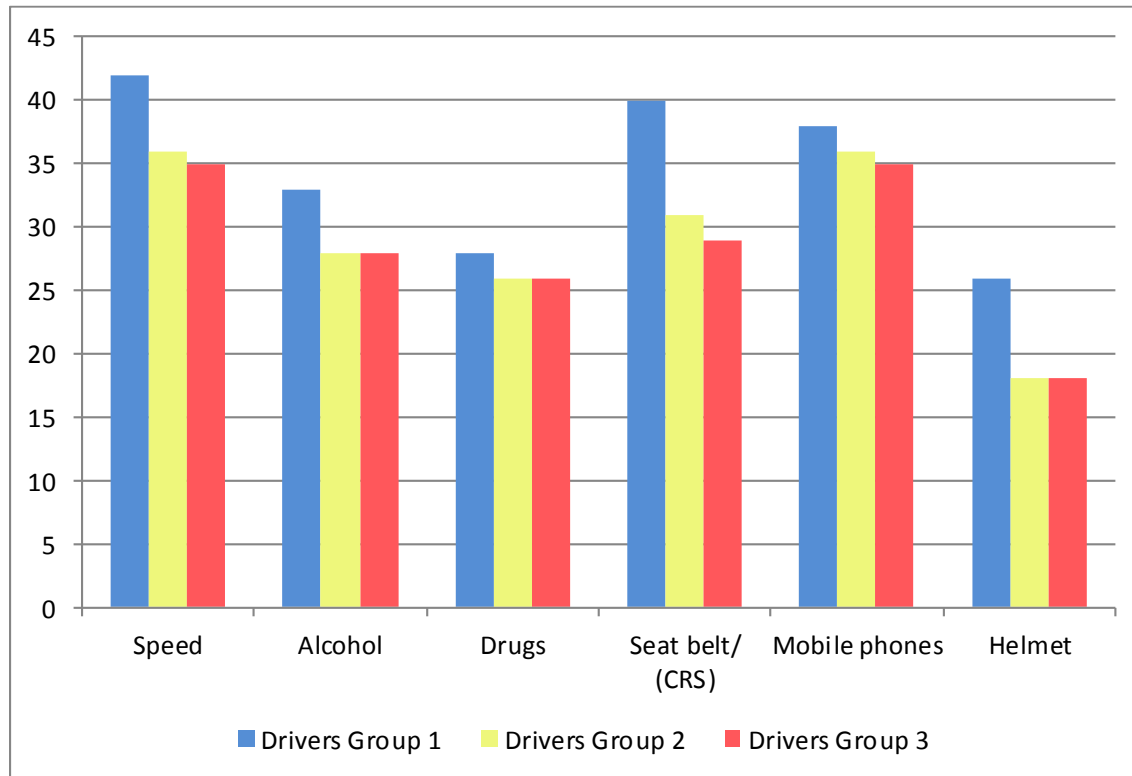
Group 2

Alcohol: 15-34
 Speed: 18-44
 Seat belt: 15-34
 Mobile phone: 15-44
 Helmet: 15-24

Rate of sanctions of each type per millions of registered drivers divided by groups of age. Groups 1 and 2

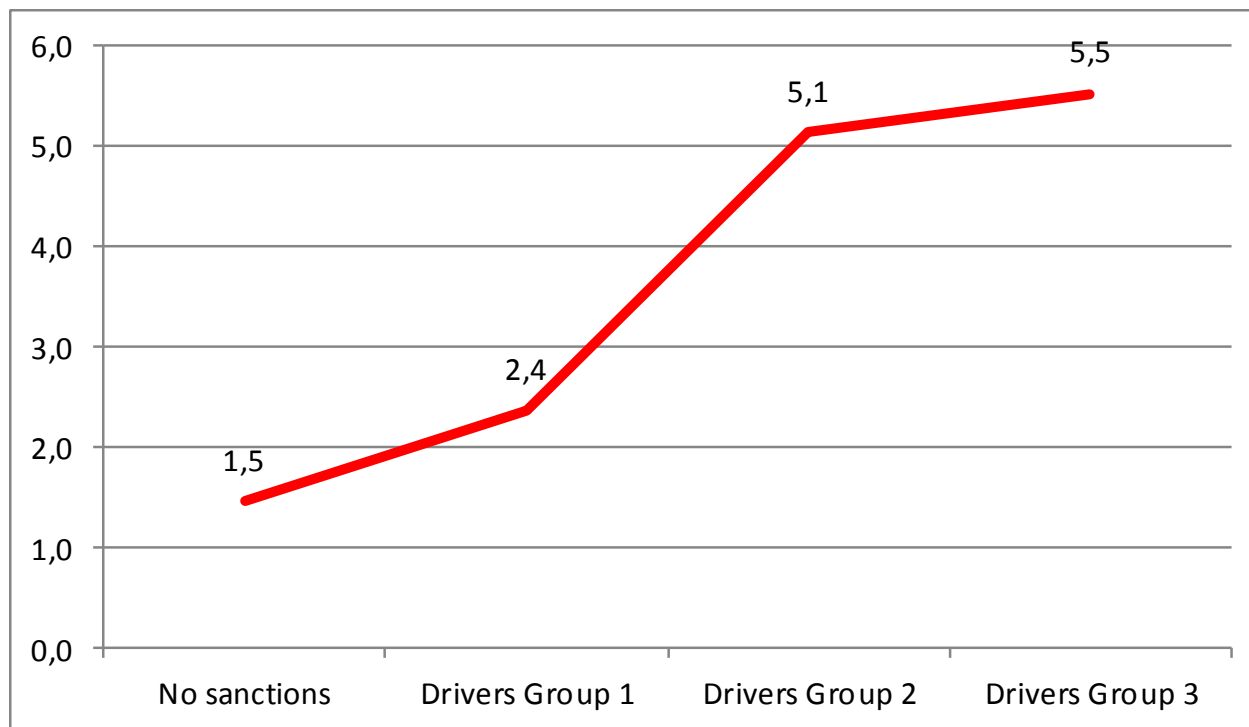
Age of offenders

Reduction of the average age of drivers in all of types of sanctions whose driving license have been withdrawn



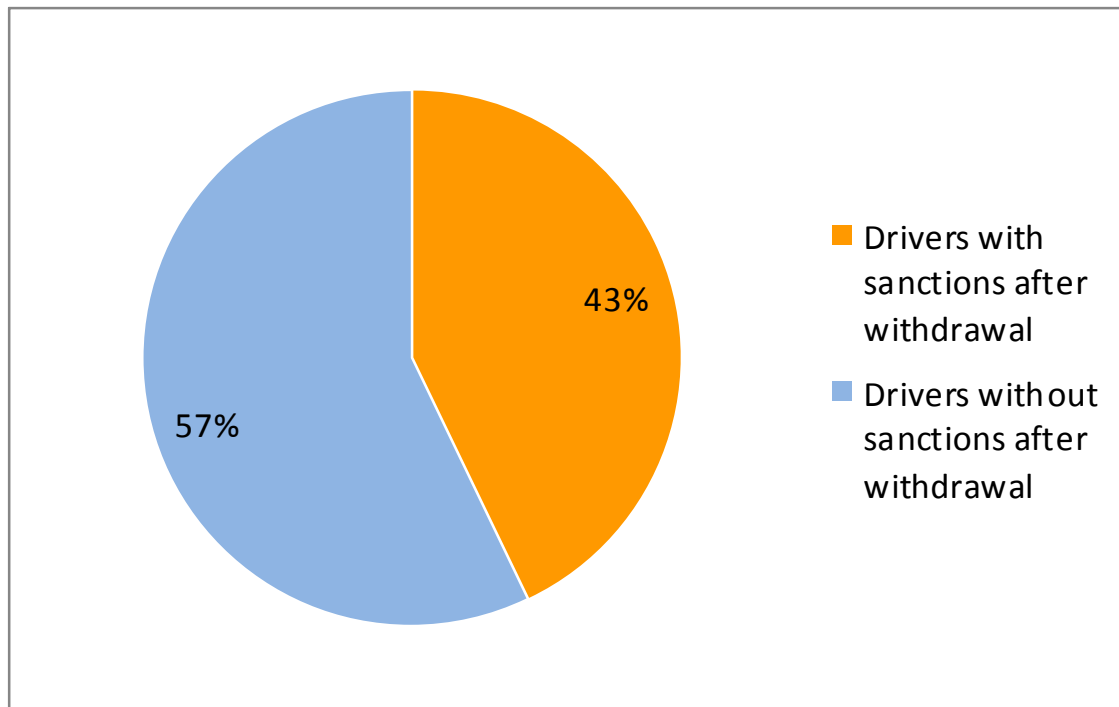
Comparison of the average age of drivers according to type of sanctions. Groups 1-3

Drivers with more sanctions are 3.7 times more likely of having an accident than drivers with no sanctions



Rate of fatalities per year and thousands of drivers

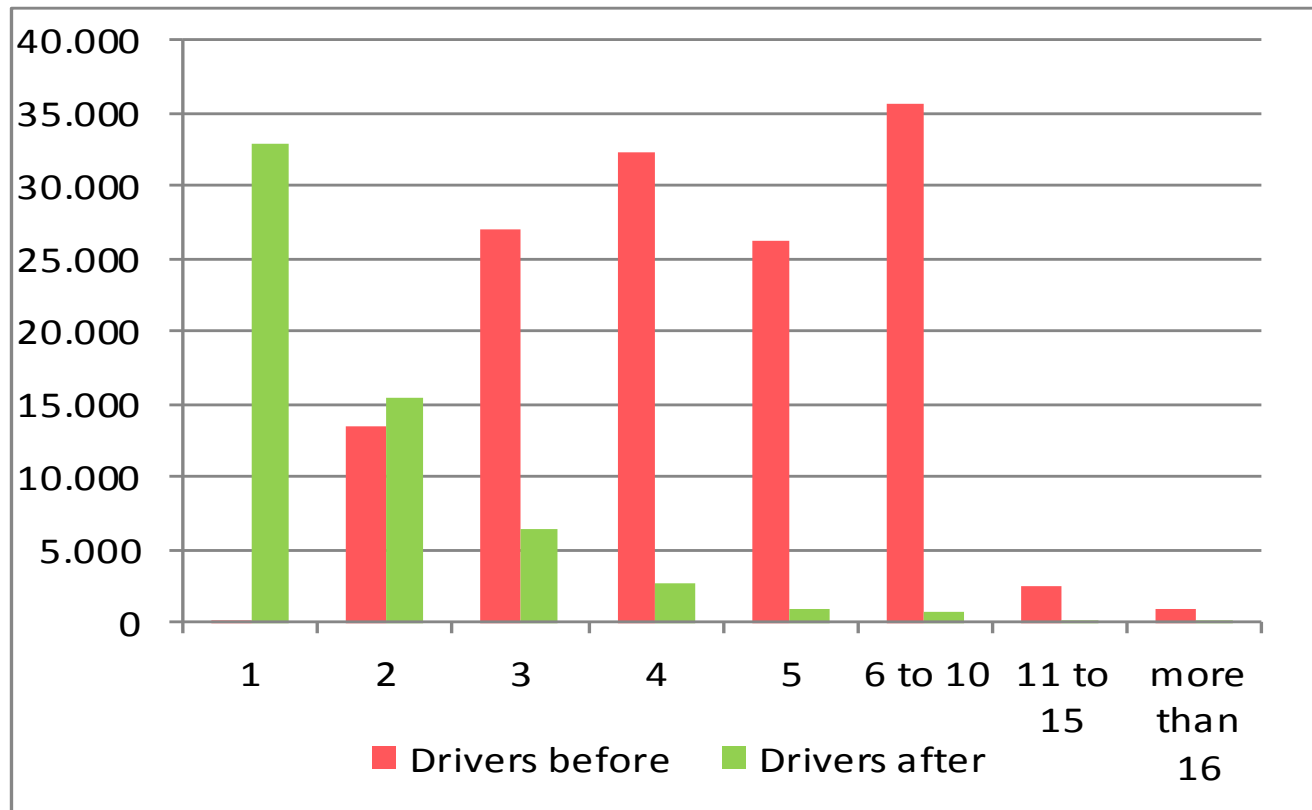
More than the half of drivers with one withdrawal of the driving license (57%) did not receive serious or very serious sanctions after taking the course for total recovery of points



Distribution of drivers with one withdrawal of driving license depending on received sanctions after the course

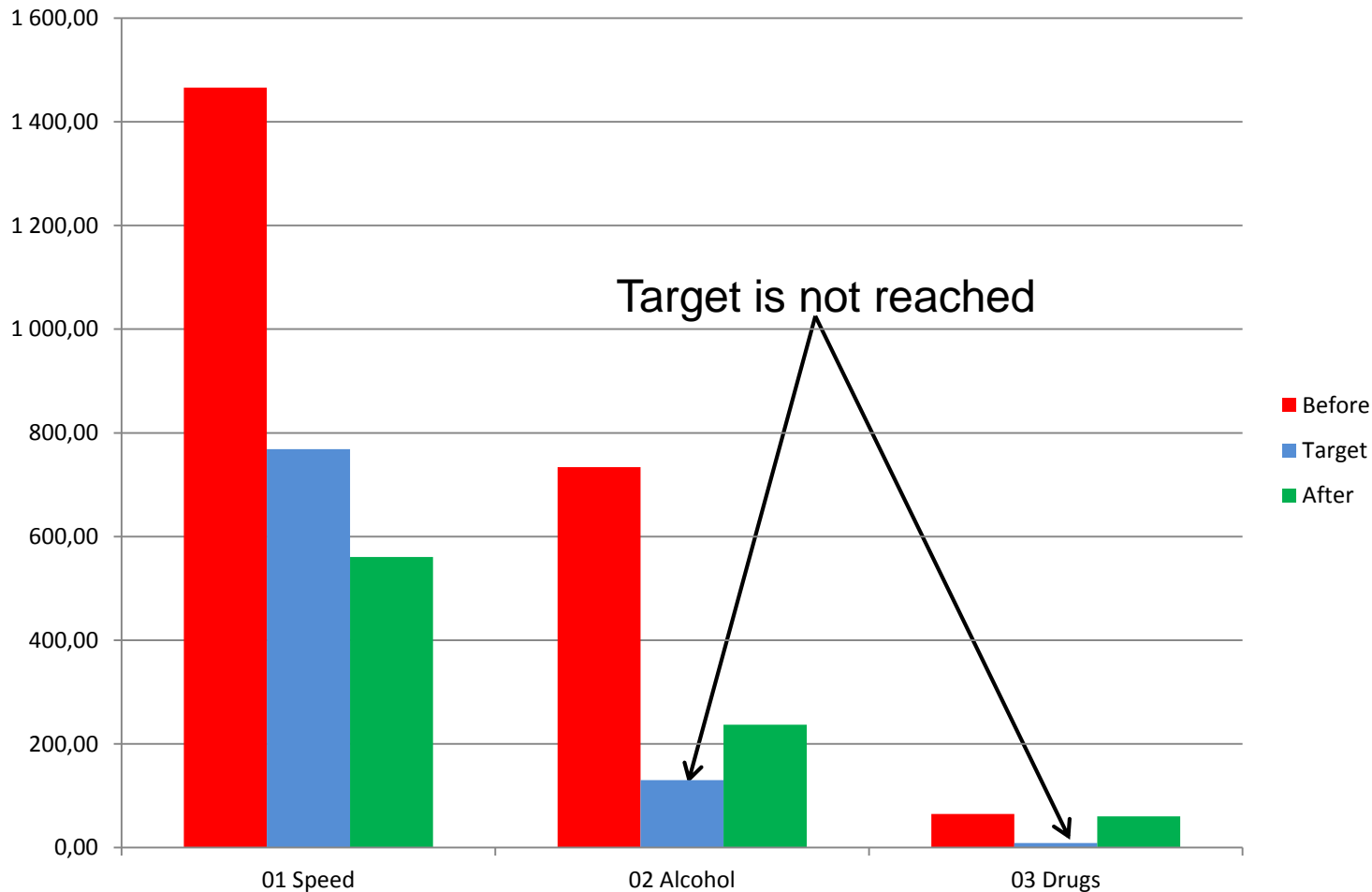
The number of sanctions **after** taking the course is less than the one that they received **before**.

92% received less than 4 sanctions, compared to 27% who received less than 4 sanctions before the course.



Comparison among number of sanctions of drivers before and after the withdrawal

The worst result: Alcohol and drugs



Comparison between the rates of number of sanctions per thousand drivers. Sanctions of Speed, Alcohol and Drugs before the course, target and after the course.

Conclusions and suggested improvements

- Better understanding of the behavior of offending drivers
- Recidivist drivers can be detected before
- Most recidivist offenders have the highest rates of alcohol and drug-related sanctions and they commit the offences in shorter periods of time
- Youngest drivers, considering registered drivers, show the highest rates of sanctions and accidents

Conclusions and suggested improvements

- Re-education of drivers is an essential aspect of DGT strategy on road safety: More efficient courses for recovery of points
- DGT is analyzing to initiate a special treatment to recidivist offenders in alcohol and drugs requesting the collaboration of the National Health System

Thank you for your attention