



# **The EU BestPoint project: Getting the best out of a demerit point system**



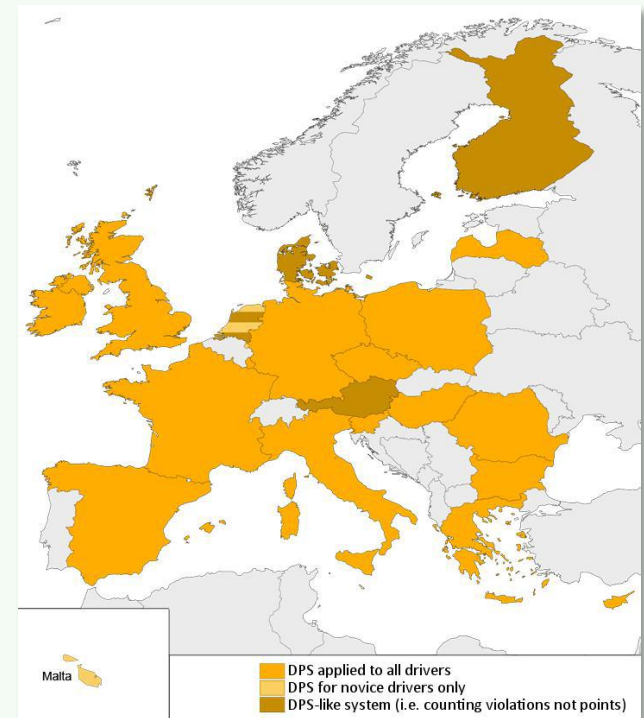
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## Demerit Point Systems (DPS)

- complement traditional police enforcement by taking into account repeat offenders
- have three main aims:
  - Deterrence
  - Selection
  - Correction (SWOV, 2008)





# The EU BestPoint project

## Objectives:



## Partner:





# The EU BestPoint project

## Final outcome:

A Handbook ([www.bestpoint-project.eu](http://www.bestpoint-project.eu))

- recommending 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





# Safety effects of DPS

Evaluation method	Country	Scientific article or report
Simple before-and-after	AE	Mehmood (2010)
	BR	Poli De Figueiredo et al. (2001)
	IE	Lenehan et al. (2005)
	IT	Farchi et al. (2007)
	AU	Diamantopoulou et al. (1997)
Simple before-and-after with some control for confounding factors	AU	Diamantopoulou et al. (1997)
	IE	Butler et al. (2005), Hussain et al. (2006), Saeed et al. (2010).
	IT	De Paola et al. (2010)
Quasi-experimental	CA	Chipman and Morgan (1975)
	DE	Schade (2005)
	FR	Delhomme et al. (2008)
Time series	CA	Hauer et al. (1991)
	DE	Heinzmann and Schade (2003), Ewers et al. (2004)
	ES	Castillo-Manzano et al. (2010), Pulido et al. (2010)
	FR	Bourgeon & Picard (2007)
	IT	Zambon et al. (2007)
	NL	Vlakveld & Stipdonk (2009)
	AT	Gfrerer et al. (2005)
Survey	AU	Clark and Bobevski (2008)
	CA	Chipman (1982), Redelmeier et al. (2003)
	DK	Rådet for Større Færdselssikkerhed (2005)
	ES	Gonzalez et al. (2008), Ruiz et al. (2009)
	FR	Page (1995), Nallet & Chiron (2008), Nallet (2009), Nallet (2010)
	IT	Zambon et al. (2008)
	UK	Fox (2008)



Majority of studies report positive effects of DPS, but only for a limited time period

Meta-analysis (Castillo-Manzano & Castro-Nuno, 2012):

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



## Offences to include in DPS

1. Speeding (exceeding the legal speed limit)
2. Driving under the influence of alcohol and/or drugs
3. Violation of rules on seatbelt wearing, helmet wearing (powered two-wheelers) and proper use of child restraints
4. Red light running
5. Violation of priority rules
6. Dangerous overtaking
7. Violating rules on minimum headway between vehicles
8. Endangering pedestrians at zebra crossings
9. Illegal use of mobile phones or other communication devices
10. Disobeying rules for road users at railway level crossings
11. Wrong way driving (on dual carriageway roads) and use of forbidden lanes
12. Hit and run – and other dangerous post-accident misbehaviour



## Target groups of DPS

- Focus on holders of driving licences
- Apply special conditions for novice drivers
- Consider offences of professional drivers
- Assess “Repeat recidivists”, alcohol and drug offenders for underlying problems



## Enforcement levels and methods

- 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, rule compliance and violations





## Intermediate measures

Four-step approach:

1. Information and warning letters
2. Driver improvement course focussing on attitudinal and behavioural change rather than on increase of knowledge & skills
3. Licence withdrawal for a period of between 3 and 12 months
4. Rehabilitation course. For severe cases consider medical-psychological examination and behavioural assistance & monitoring

## Organisation, administration, monitoring



- Central register
- Simple, clear, fast and largely automated administrative procedures
- Easy access for offenders to point status, e.g. via internet
- Regular (daily?) statistics



## Towards an EU-wide DPS

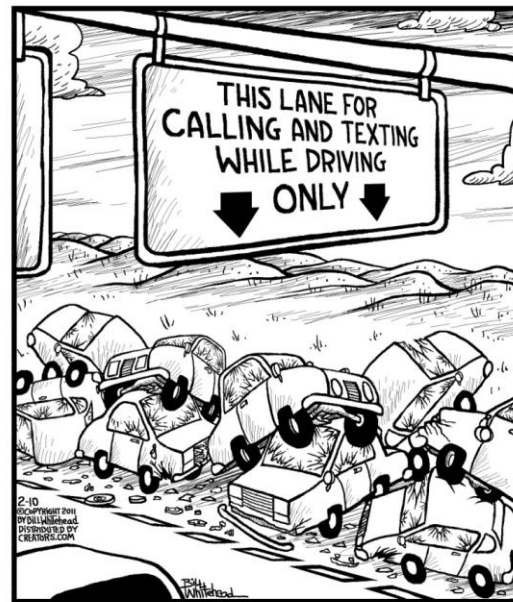
Five steps:

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



## Discussion

- European DPSs are very different, and there is yet no harmonisation or connection
  - BestPoint project provides for the initial steps towards a cross-country European DPS
  - Australian jurisdictions already have sophisticated DPS schemes, but:
    - no driver rehabilitation for “point” offenders
    - structural interventions preferred
- ➔ System improvements with a combination of structural and individual interventions?



**Thank you for your attention!**

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