

Measures leading to a decrease in the traffic accident rate and its consequences on roads in the Czech Republic

(present and future)

Framework

- **New measures in the framework of the sanction-based motivation system to decrease the traffic accident rate and its consequences**
- **The creation of new conceptual principles on which it is recommended to build a new system of preparation and testing of new drivers, including links to the corresponding sanction-based motivation system – the TWIST Project**

Since 1 July 2006 the following main changes were introduced in traffic legislation:

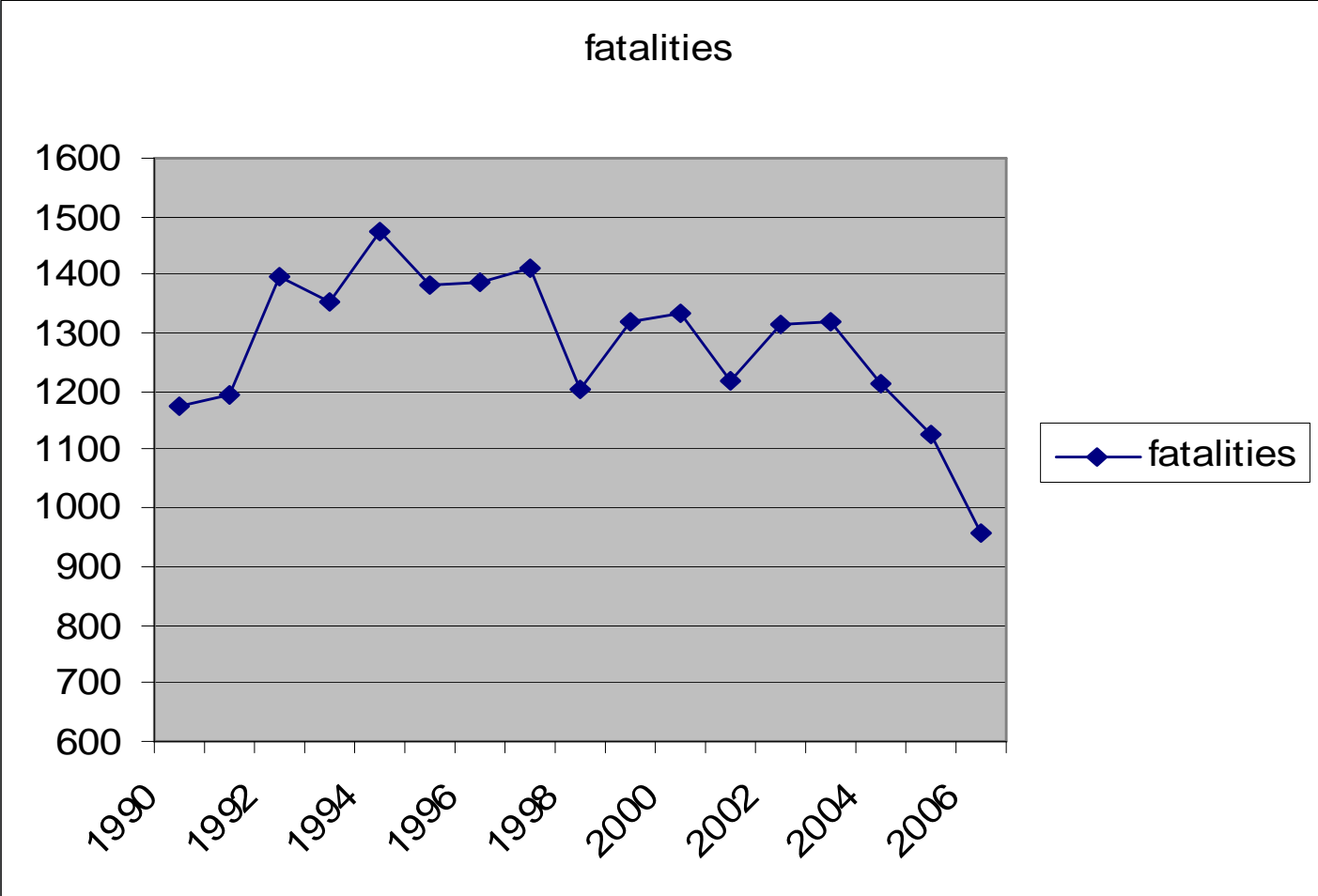
- **introduction of the point system**
- **reintroduction of the practice of seizing a driver's license at the site of the violation**
- **changes in the Act on Transgressions clearly increasing the sanctions for selected violations including the ability to give a prohibition against driving**
- **introduction of additional legal tools increasing the enforceability of the law – such as bail security, responsibility of the vehicle operator for its operation**

THE DEMERIT POINT SYSTEM

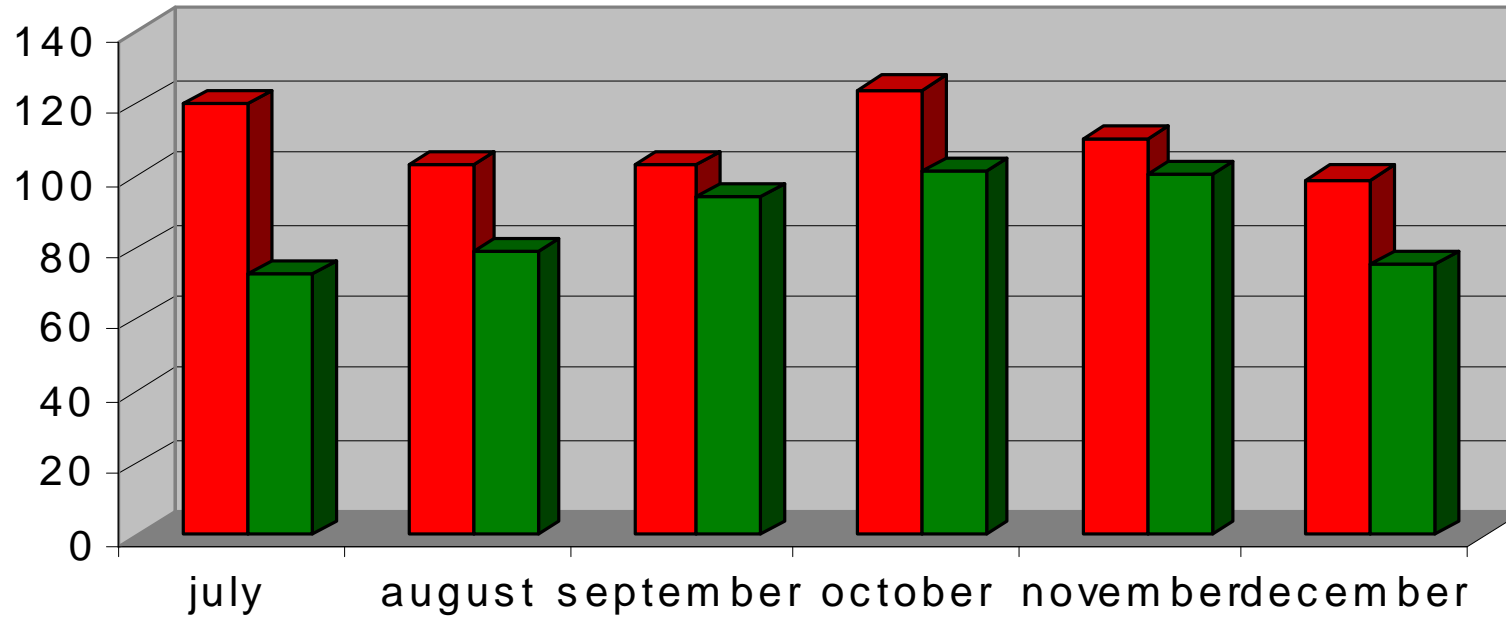
- **After receiving 12 or more punishable points the driver is given a prohibition against driving a motor vehicle for a period of 1 year**
- **Before the driver's license is returned the driver must pass a test, which matches the final examination for driving school graduates**
- **For each year, when the driver does not receive any punishable points, 4 points are deducted from his punishable point account**

On one hand there is a clear decrease in the number of traffic accident fatalities, and that is particularly during the past year...

<u>year</u>	<u>fatalities</u>
1990	1173
1991	1194
1992	1395
1993	1355
1994	1473
1995	1384
1996	1386
1997	1411
1998	1204
1999	1322
2000	1336
2001	1219
2002	1314
2003	1319
2004	1215
2005	1127
2006	956



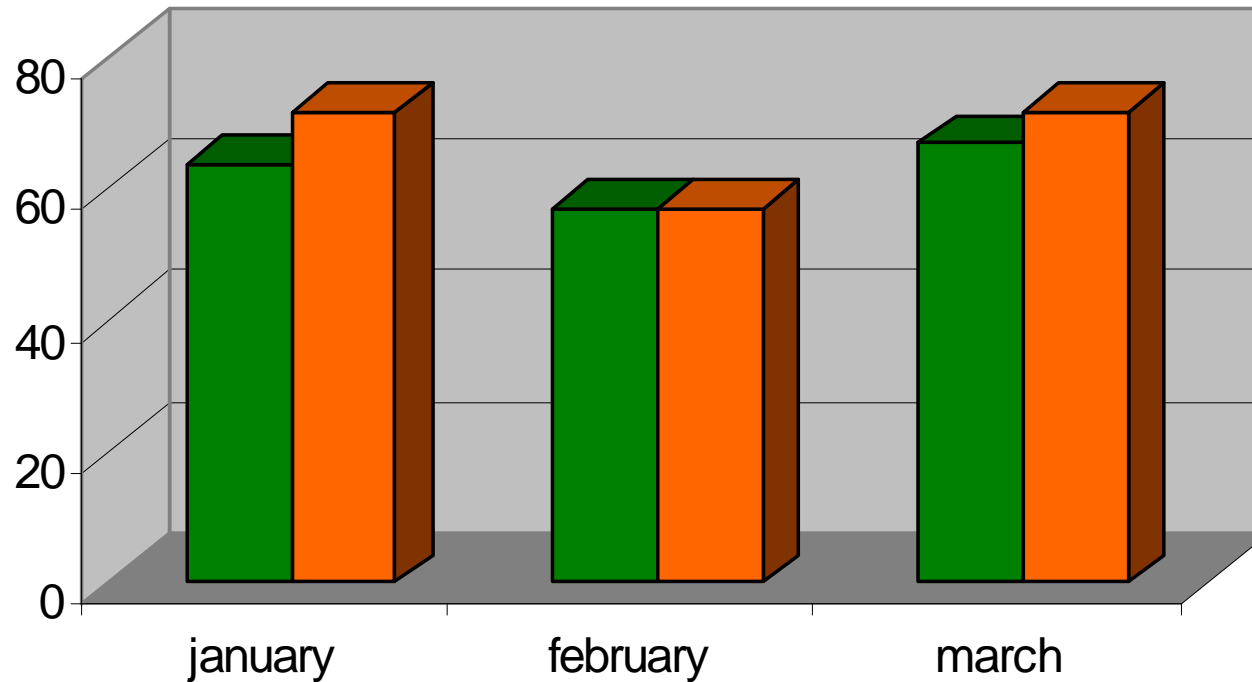
fatalities 2005 and 2006



		FATALITIES	
		2005	2006
July		120	73
August			103
	79		
September		103	94
October		124	101
November		110	100
December		99	75

. ...similarly in the second half of 2006 there were fewer victims in comparison with the previous year...

FATALITIES 2006 and 2007



FATALITIES

January	64	72
February	57	57
March	67	72

...however, comparison of the first quarter of 2006 (when the point system had not been introduced) and 2007 is not stimulating...

The reason is that the system is at first glance strict, but

- **inadequacies still remain in the area of legal procedure (possibilities for avoiding sanction),**
- **some violations are not sanctioned strictly enough,**
- **and others deserve increased attention,**
- **work with violators is lacking at the moment,**
- **the sanction system is not linked to other elements (absence of holistic approach).**

In order to achieve long-term positive indicators in the traffic accident rate, it is necessary to delimit the basic postulates on which the preparation of the new system will stand:

- **Each modern society has an interest in minimizing the traffic accident rate and its consequences.**
- **Operating a motor vehicle is an activity for which it is necessary to have certain minimal competencies,** otherwise the individual operating the vehicle represents a certain social danger.
- **In the long term the most tested, objective and thus dominant and central element all over the modern world is a driver's test which is administered by a representative of the public (and at the same time typically state) administration,** primarily in order to secure the desired level of difficulty and objectivity when testing the set minimal competencies, which a future driver should have, excluding possible undesirable market influences.

DEMANDING AND PROFESSIONALLY BASED TEST

In a social environment with a low level of corruption there is an agent which “pulls” a level of preparation for desirable quality.

To a certain degree of certainty the test will be passed by a certain percentage of individuals who lack appropriate abilities and skills, or personal qualities.

Therefore a permanent monitoring system must be in place, which will reveal on time and appropriately motivate or in extreme cases temporarily or permanently eliminate an individual with an inadequate type of behaviour – i.e. a sanction-based motivational environment:

**qualified supervision of compliance with the set rules in
real road traffic**



detection of an offence



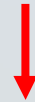
evaluation of the degree of gravity



resolution of an offence



**determining sanctions (including possible temporary or
permanent elimination from the community of motor
vehicle operators)**



enforcing sanctions

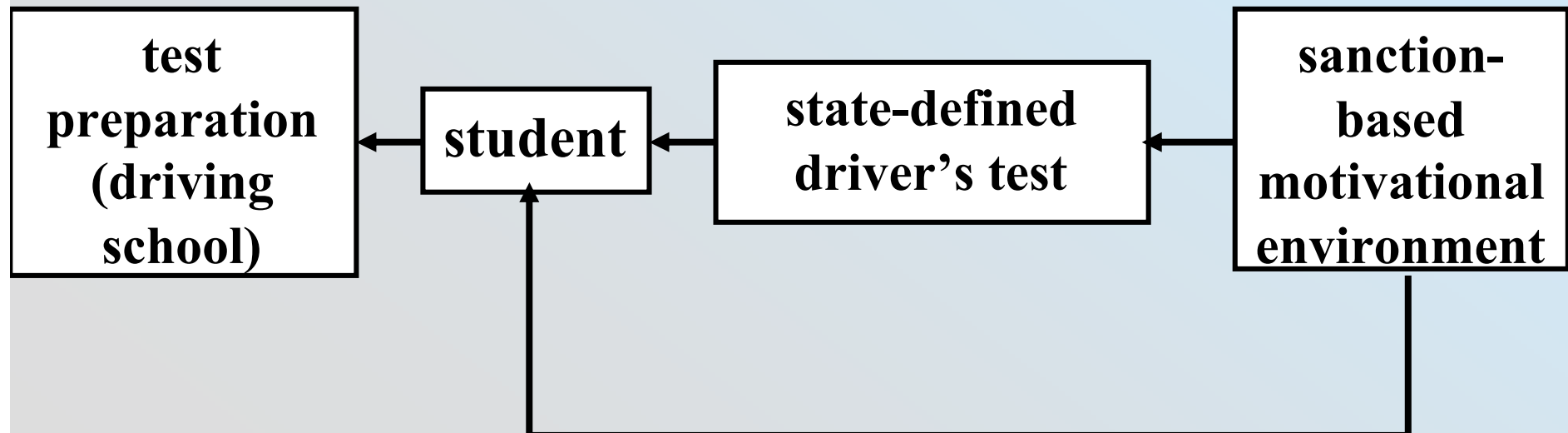
Awareness of the set parameters of the sanction-based motivational environment is another significant motivator in the choice of the preparation level of the future driver.

The schema below will help us analyse the possible theoretical combinations which can arise in relationship

student

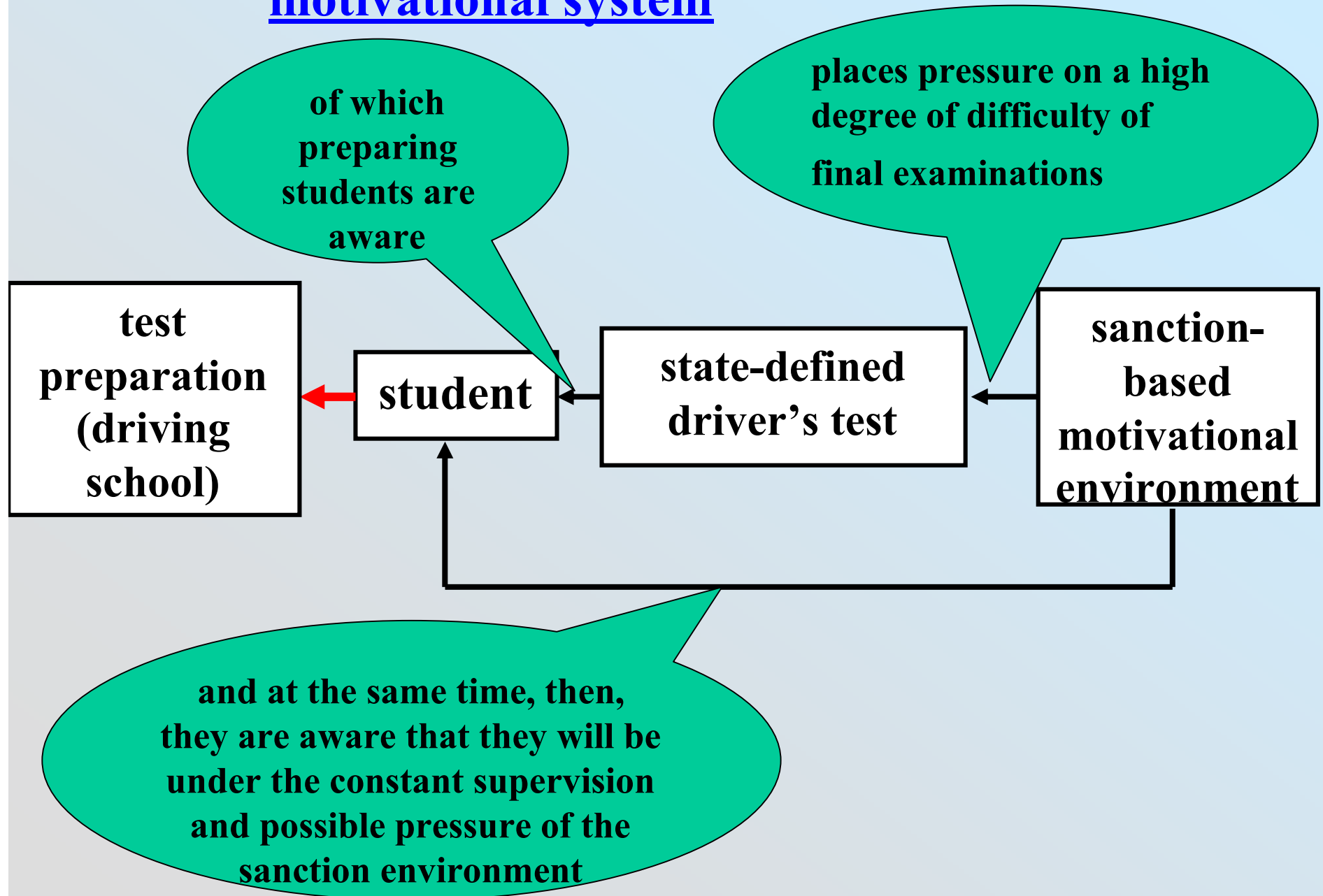
VS.

sanction-based motivational environment + driver's test + test preparation.



A

A demanding and objective sanction-based motivational system



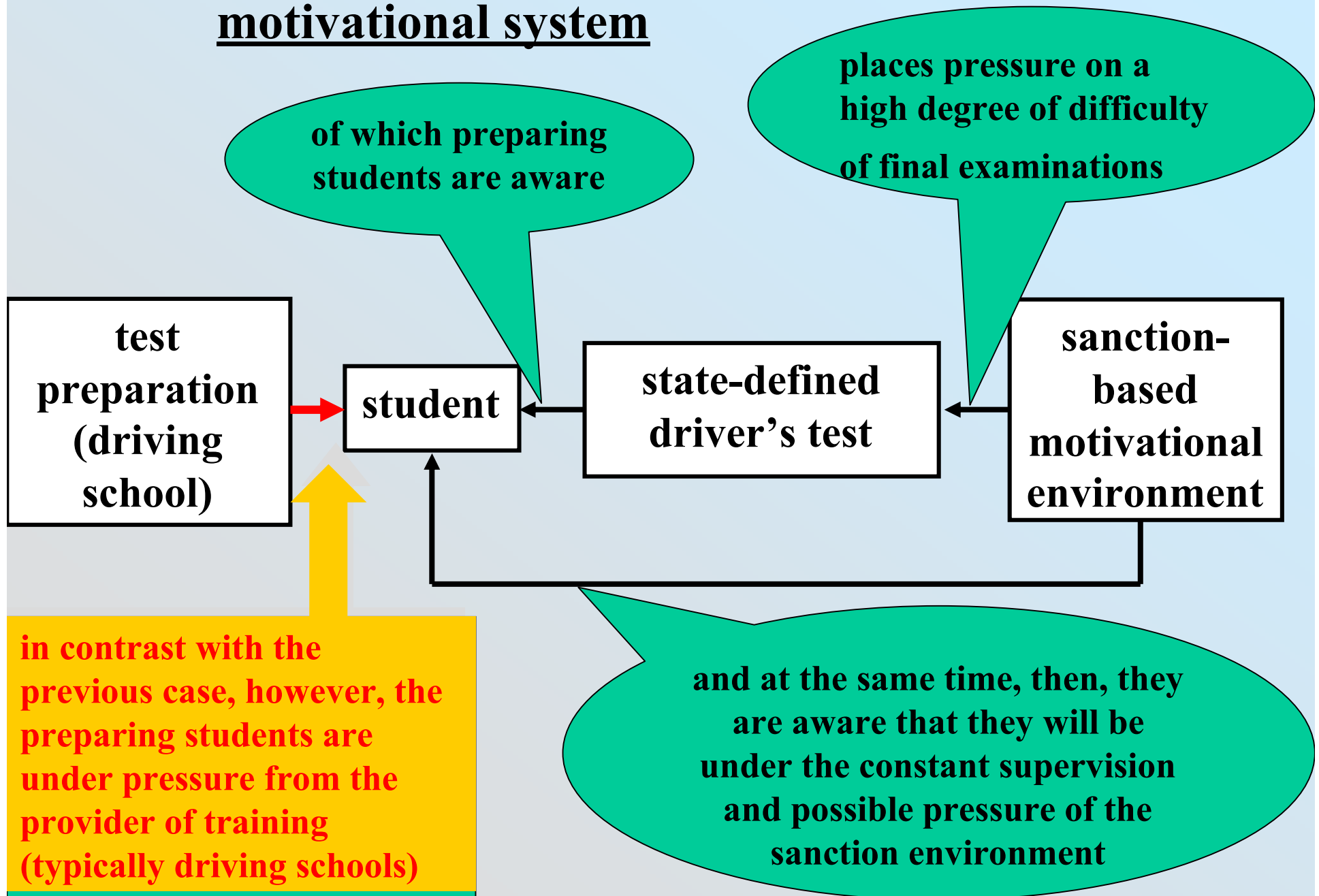
Thus – the individual preparing for the test will pragmatically choose adequately demanding preparation, put pressure on the appropriate high-quality level of provider of training (has thus an active role in the selection of the level of service provider, at the same time also shares responsibility for his own preparation).

A clear advantage is that the preparing applicant for a motor vehicle licence performs permanent inspection of the level of preparation provided, which makes it possible to significantly reduce inspection activities on the side of the state (which in principle can only be by chance, one-time, not going to the appropriate depth).

The above-mentioned facts apply to mature European countries.

B

A demanding and objective sanction-based motivational system



In the framework of the market economy we do not meet the model described (driving schools would increase their costs and in this way weaken their position on the market – the driving school provides only and just what the customer asks for, other products which are not asked for and often not wanted are not financially valued by the customer), nevertheless for us as inhabitants of a world with a former command economy the solution described is not unknown – the mutual relationships between basic elements defining the level of preparation of students in the former Czechoslovakia from the 1950s until 1989 can be described in this way.

The system is highly effective, on the other hand the student's position is highly passive.

Since the early 1960s the former Czechoslovakia had a system of training new drivers

built on modern foundations

for this it initiated at the start of the 1970s the only system the world of training some categories of drivers (typically drivers of trucks, buses etc. as well as cars, if driving a car was the main job description of the worker).

The entire system rested on the monopoly position of the Union for Cooperation with the Army (Svazarm) – training provider:

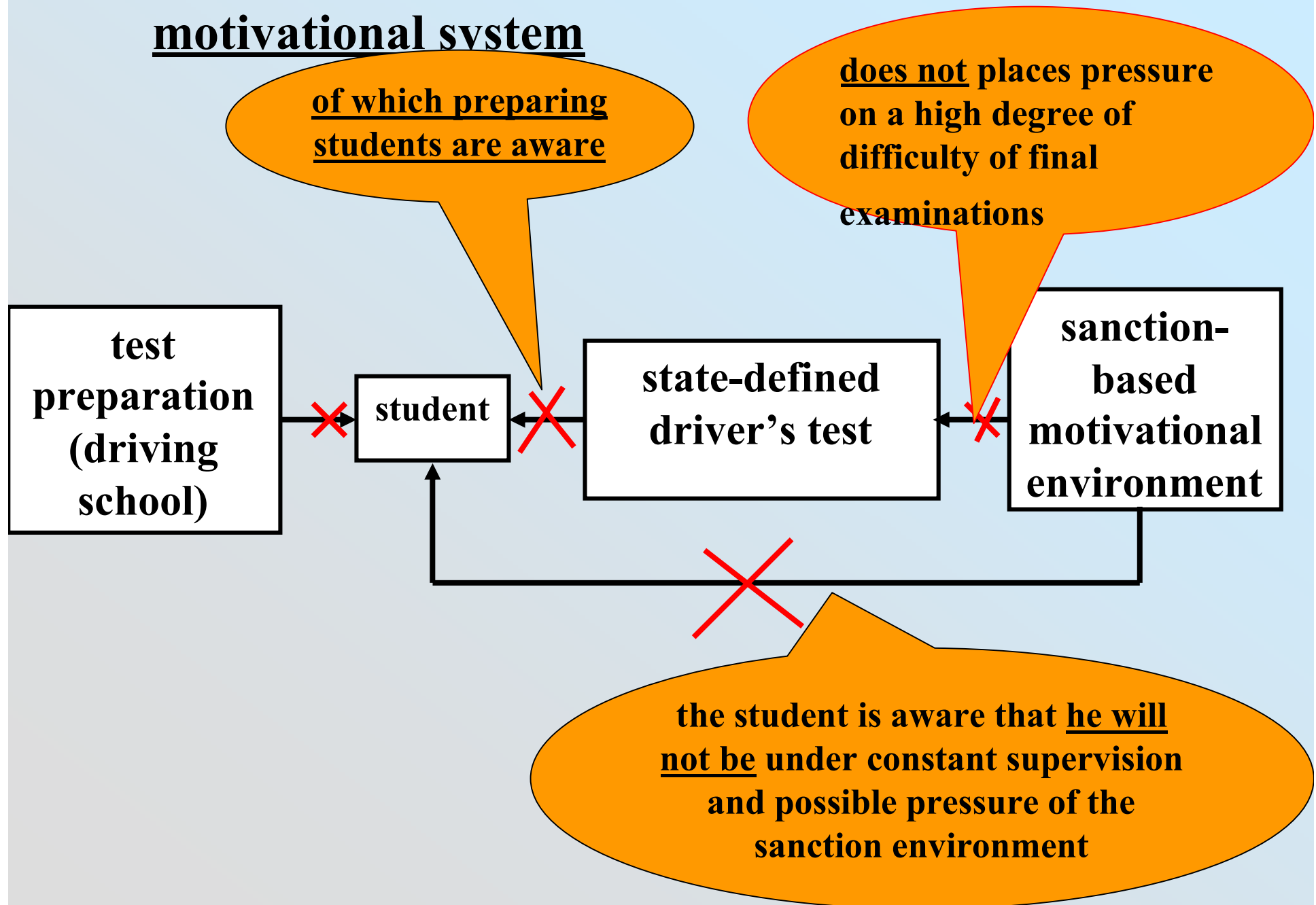
- **the applicant for motor vehicle license had to undergo a multi-phase preparation, before he was able to take part in the final examination,**
- **Svazarm set the rules of the game,**
- **due to its monopoly position the applicant did not have any other choice than to accept the rules.**

The test was relatively difficult, the corruption environment significantly less than today, the sanction-based motivational system was set relatively high.

The result was a very positive of traffic accident rate indicator.

The entire current system of preparing new drivers and completing training of certain categories of professional drivers in the Czech Republic unfortunately stands on the foundations described (and at the same time the premises), does not respect the completely new social environment – its effectiveness is understandably not suitable.

C An undemanding and objective sanction-based motivational system



The result will be a very weak level of new drivers with all the accompanying negative phenomena.

In addition discipline on roads in general is dropping, numerous individuals with long-term driving experience will be more susceptible to committing violations, which will increase the probability of their being involved in a car accident.

The situation described is typical for post-Socialist countries.

Conclusion

The TWIST Project

- builds a driver training system in the Czech Republic on completely new foundations
- goes away from the theoretical model on which driving education rested until 1989
- and respects the new social environment

The key is an approach where

- ✓ **the foundation is a demanding final examination** in the desired extent in an environment with a low level of potential corruption (actively stimulates the student to achieve objectively needed competencies),
- ✓ on its level has influence an adequately defined and at the same time realistically existing **sanction-based motivational system**, which is at the same time another strong motivator for the student during his preparation for the final examination.

The student then as an end result chooses an appropriately demanding preparation (and obviously appropriately qualified provider of the preparation mentioned), while

- ✓ besides the indisputable increase in abilities of new drivers
- ✓ it will be possible to significantly reduce the bureaucratic presence of the state in the phase of final examination preparation (ineffective inspections etc.),
- ✓ equally important, it will increase the natural respect towards driving schools and their teachers.

Thank you very much for your attention

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