



Fundación
ALEATICA

Life-Saving point-based License System

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1.

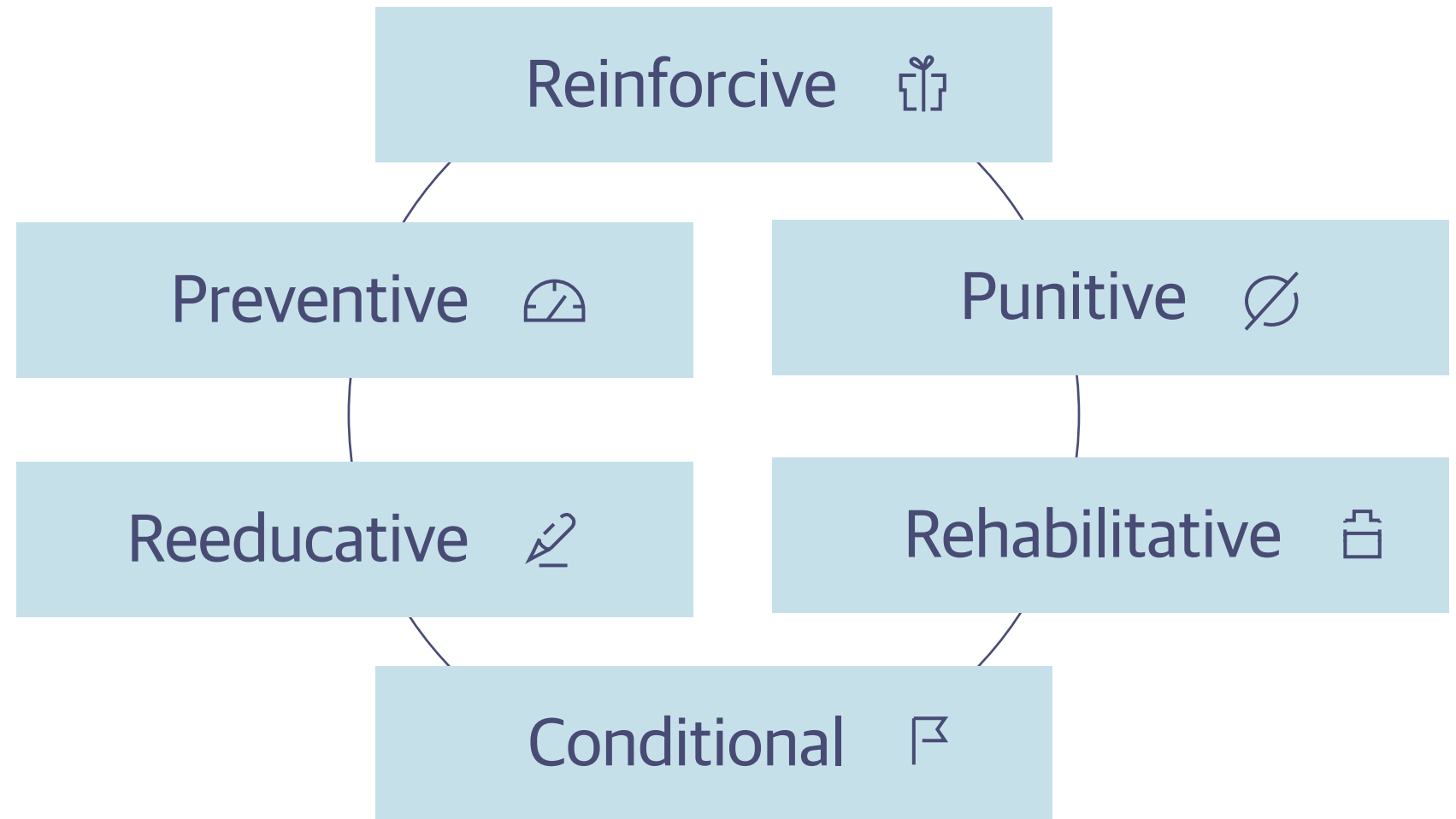
Introducción

Context in Mexico:

Intention to implement what has come to be known as the 'Permanent Licence', and that in order to be able to support it, it has been proposed to have more demanding criteria, which is precisely why the 'Point-Based Licence' can respond to this need, in such a way that we all advocate a **'Permanent Point-Based Licence'** with the clear vocation of becoming a **'Point-Based Licence that Saves Lives'**. The point-based driver license system is a control mechanism designed to penalise offences committed by drivers, with the aim of reducing road traffic fatalities and injuries in the countries where it is applied.

In this system, each driver is subject to a points scheme that is managed according to his or her driving behaviour.

Areas of the optimal point-based license system



2.

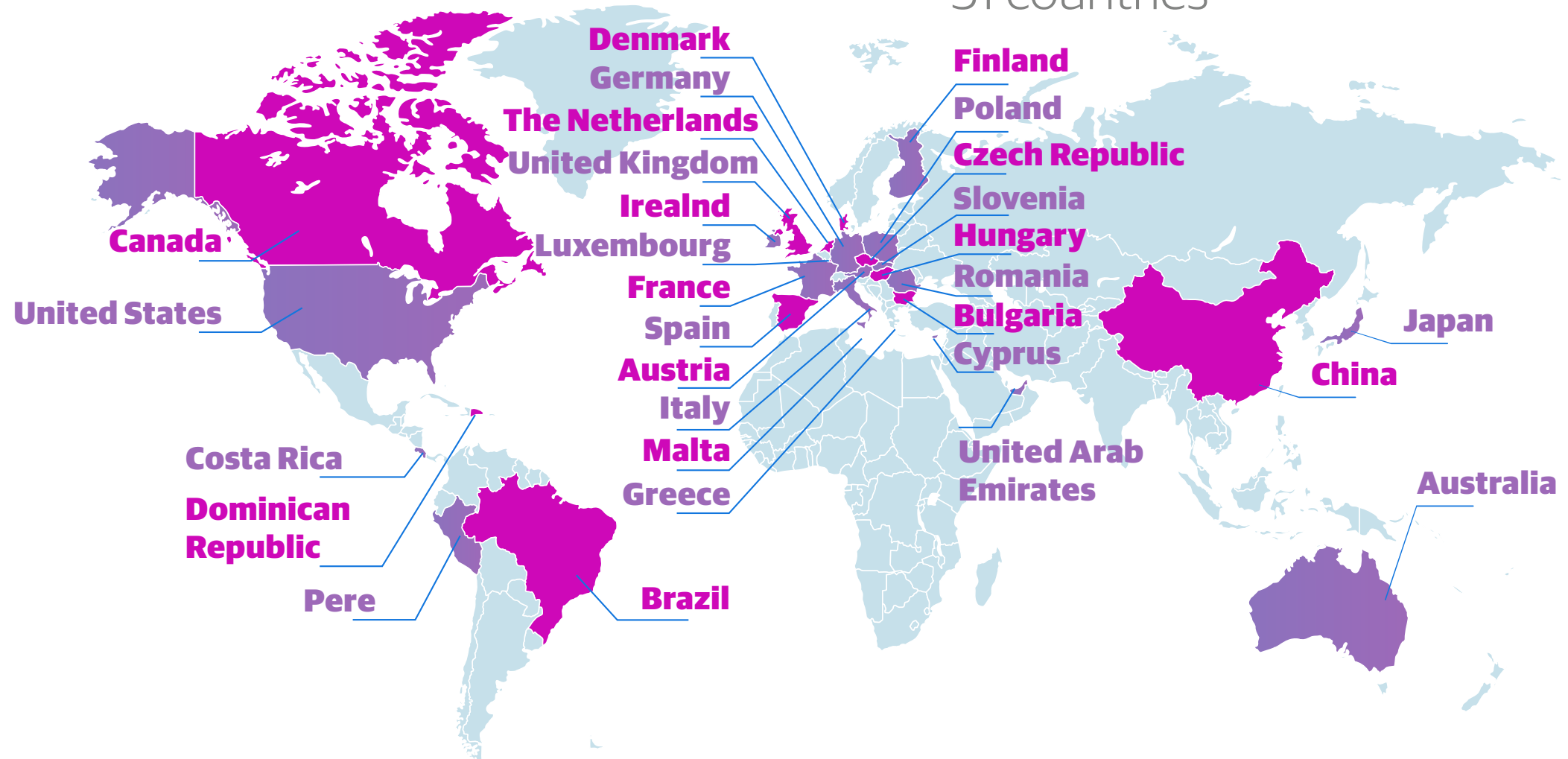
International Evidence

To achieve success it is important to meet the following requirements:

- A close relationship between the points assigned to infringements and the risk of accident occurrence.
- A system that is easy to understand for drivers and other road users.
- It must be transparent.
- It should provide the possibility to educate and train the offending driver.
- There must be an adequate level of control and registration of offending drivers so that sanctions are applied appropriately.

International Application

31 countries



15-20% reduction in road traffic fatalities with almost immediate impact in countries where the system has been implemented.

Elvik & Vaa (2006) report that point-based driver's licensing systems reduce

- Road accidents 12%.
- Fatal and injury accidents by 17%
- Property damage accidents by 9%.

a. Potential Impact in Mexico

Data from 2022:
15,674
people killed in road
accidents in Mexico.

+

15-20%
reduction in fatalities
assessed by
international evidence



Result: Between
2,400
and **3,250**
lives could be saved
annually.

b. Cost-Benefit of the system

Variable initial cost, based on the country's starting point, it is difficult to estimate the exact cost of implementing the Life-Saving Point-Based Licensing System.

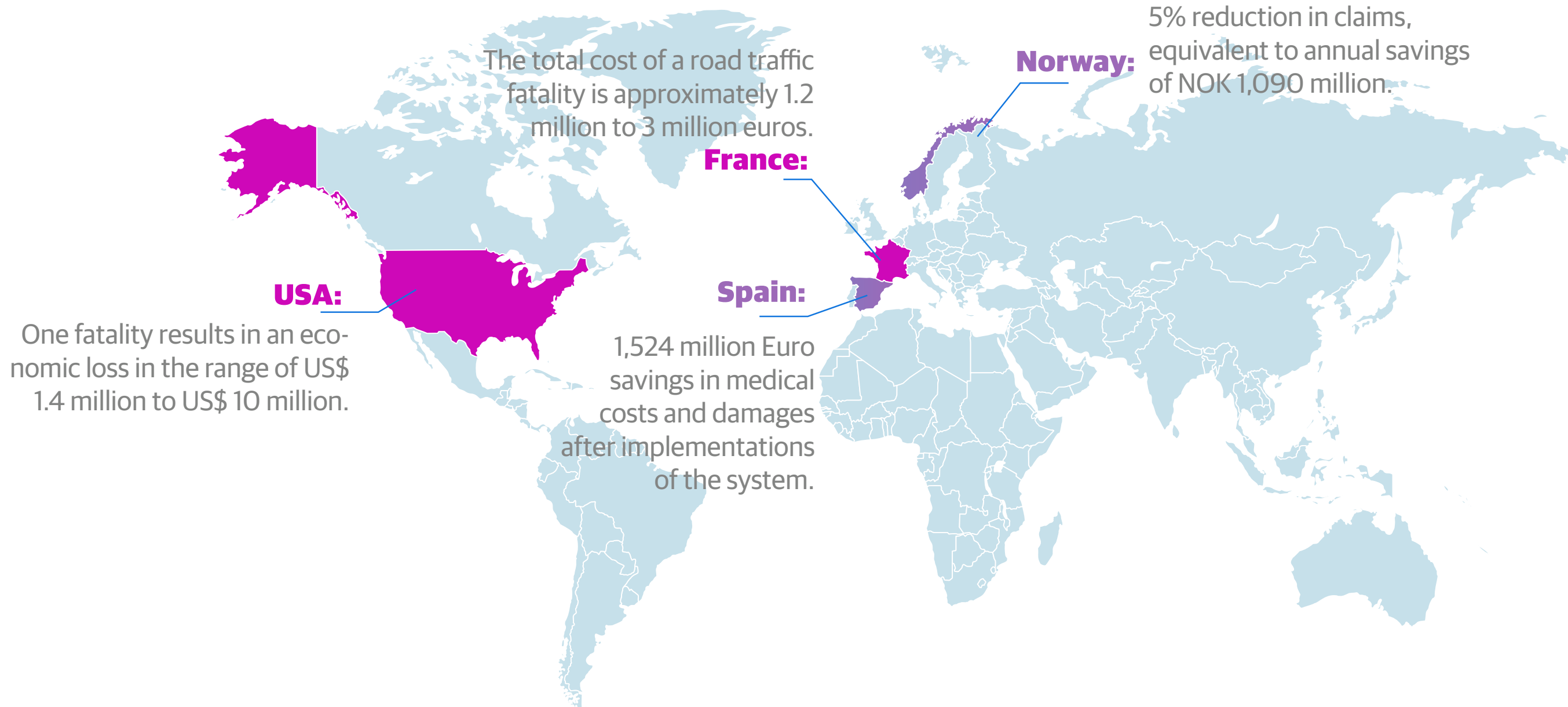
It would require:

- **Technological infrastructure**
- **Staff training**
- **Public awareness campaigns**
- **Effective mechanisms for the monitoring and recording of infractions**

The existence of a Life-Saving Point-Based Licensing System does not exempt offending drivers from **financial penalties**. Therefore, it is the offending drivers who support the maintenance of the resources necessary for the proper functioning of the points-based licensing system by paying the corresponding fines.

The reduction in the number of traffic accidents significantly reduces the **costs associated with medical care, property damage, emergency interventions, and work losses**.

Traffic accident cost cases around the world



- In the case of Mexico, the Mexican Institute for Competitiveness (IMCO) estimates that for the data of people killed and seriously injured in Mexico in 2018, social and economic costs amounting to between 174-204 billion pesos were required.
- Most of these costs (between 111 and 121 billion pesos) correspond to the human costs of road accident victims and their families.
- For their part, 41 billion pesos correspond to the material damage caused by road accidents.

3.

Regulation of the Life-Saving Point-Based License System: Current situation

States with regulations on point-based driving system

However, most of them are not currently in effect and it is uncertain whether they were ever implemented



Current situation

Characteristics of existing regulations in Mexico.

In Yucatán, Querétaro and Mexico City there are regulations with a points-earning permit associated with the driver's license.

Mexico City also has Fotocívicas, which is a point-loss system associated with vehicles rather than drivers.

4.

Reccomendations for its implementation in Mexico



- **Uniform area of application:** Avoid differences between States, although it is endorsed to start implementation in Mexico City because of its experience with similar systems and because of the carry-over effect in other States that this may entail.
- **Type of point system:** A loss system may have better acceptance, as the Fotocílicas in Mexico City is a system of this type already known by the population.
- **Sanctionable offences and associated points:** The number of points assigned should be proportional to the risk posed by the offence so that users understand the motivations for implementing the system in their country. When the time comes, it is important to unify criteria between States to avoid confusion.
- **Adopting special conditions for certain groups of road users:** in keeping with its conditional dimension, considering sanctions and/or restrictions for users at particular risk, such as novice drivers.
- **Road re-education courses:** in view of their re-educational dimension, it is recommended that voluntary courses be included for the partial reinstatement of points in cases where the driver has not yet reached the maximum threshold of points allowed. As well as compulsory courses for repeat offenders who have reached the maximum number of points allowed.
- **Assessment of repeat offender drivers:** in line with its rehabilitative dimension, it allows the detection of possible medical or psychophysical conditions that may be influencing the performance of certain risky or offending behaviours.

5.

Assessment of Mexican authorities and key actors

Interview with 8 experts and authorities in the field.

Consensus that the implementation of the system would involve many changes:

- Technological infrastructure
- Training and corruption of officials
- Citizen awareness
- Unification between states

Believed to be beneficial for the country in the long term

6.

Public opinion and acceptance of the system among the Mexican population

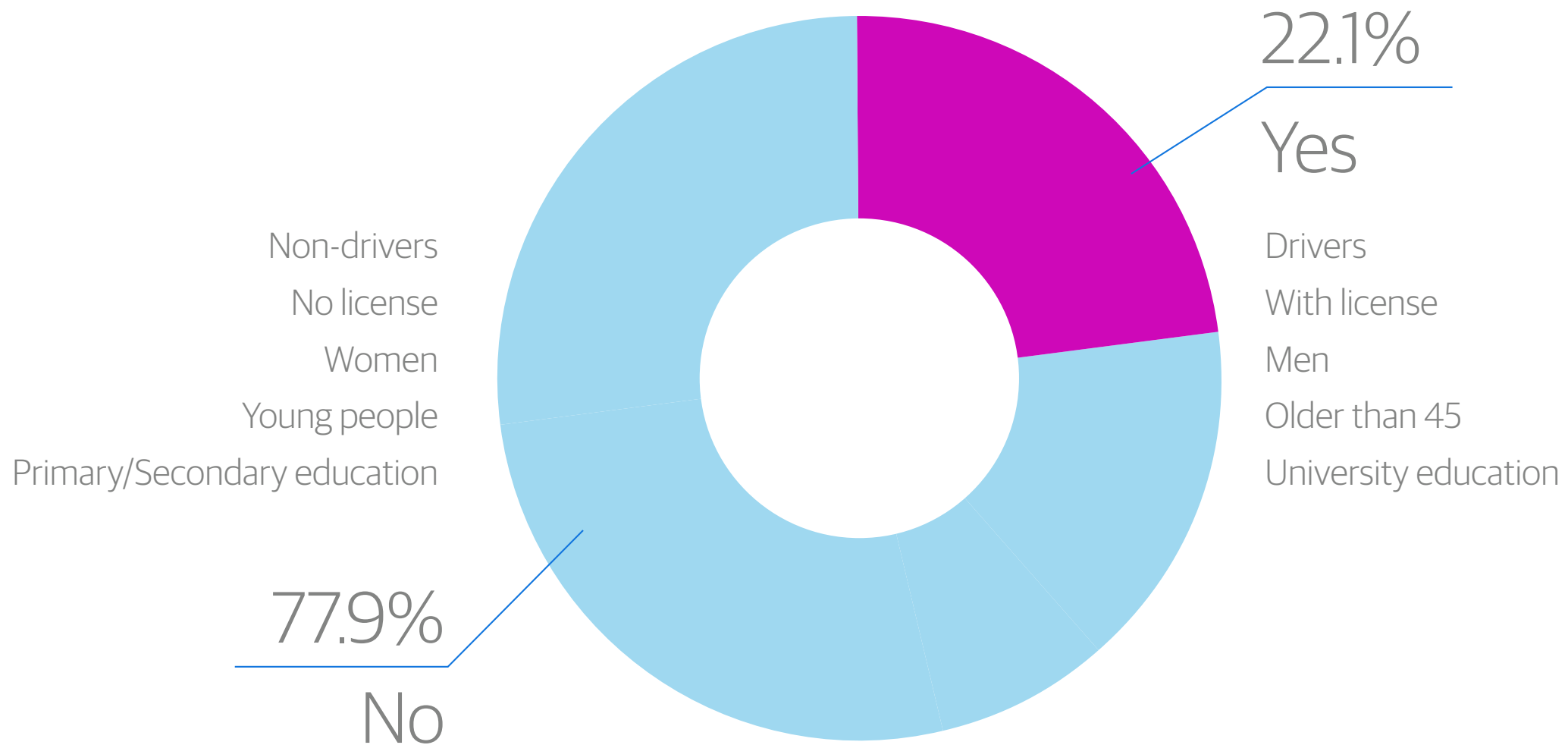
- Scientific evidence identifies that **social acceptance** is a relevant variable for the adequate implementation of a policy measure, given that citizens understand the importance of its application prior to its development.
- Therefore, the knowledge, public opinion and social acceptance of the points-based driving licence system among the Mexican population was investigated.

Survey participant data:

- **Sample comprised of 1,469 respondents.**
- Nationally representative with a confidence level of 95% and a margin of error of +/-3.1%.
- It includes the participation of citizens residing in the municipalities of the State of Mexico: Naucalpan, Tlalnepantla, Ecatepec, Chimalhuacán, Tultepec and Mexico City.

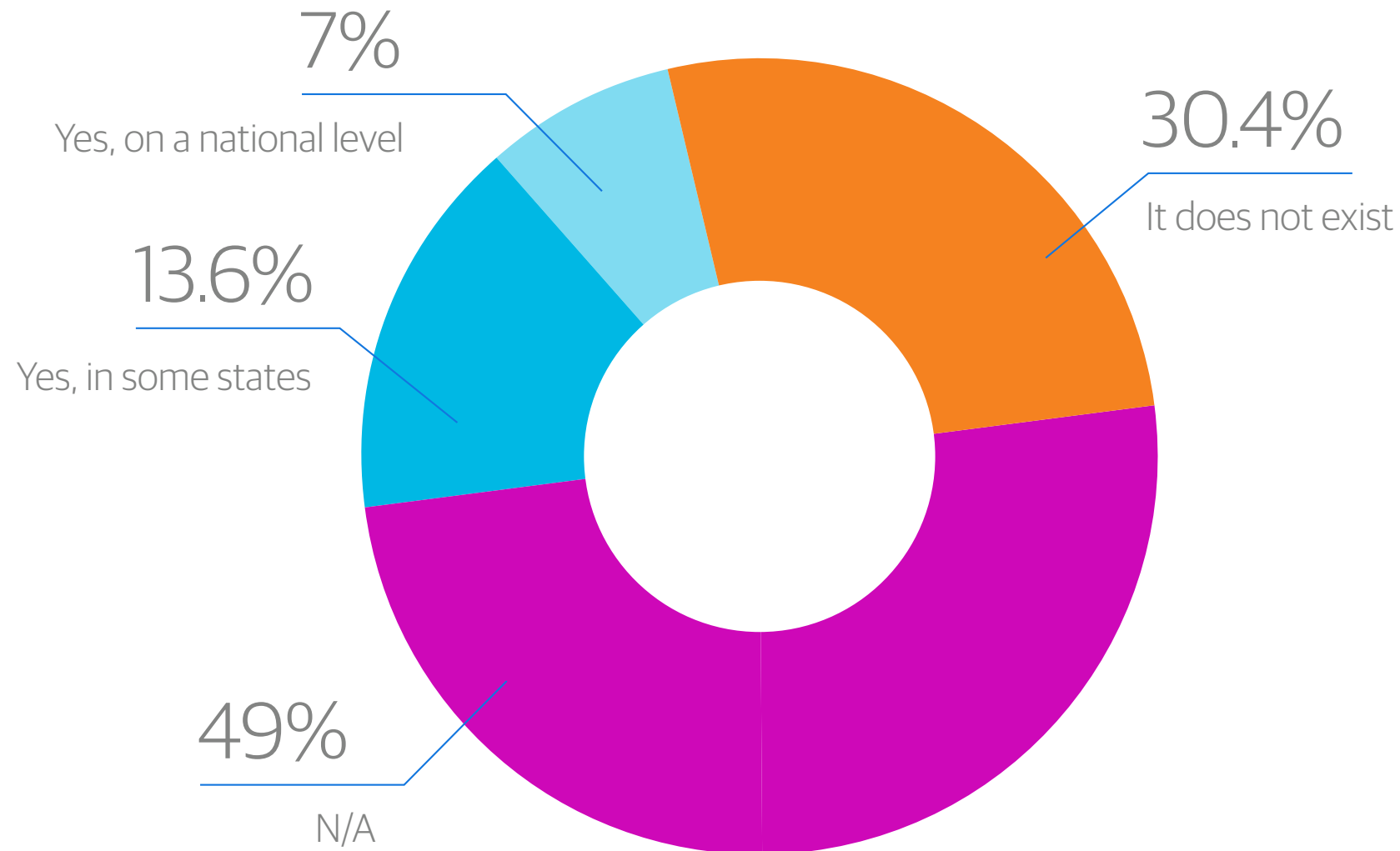
User profile and response distribution:

Do you know what a points-based licensing system associated with a driver's licence is?



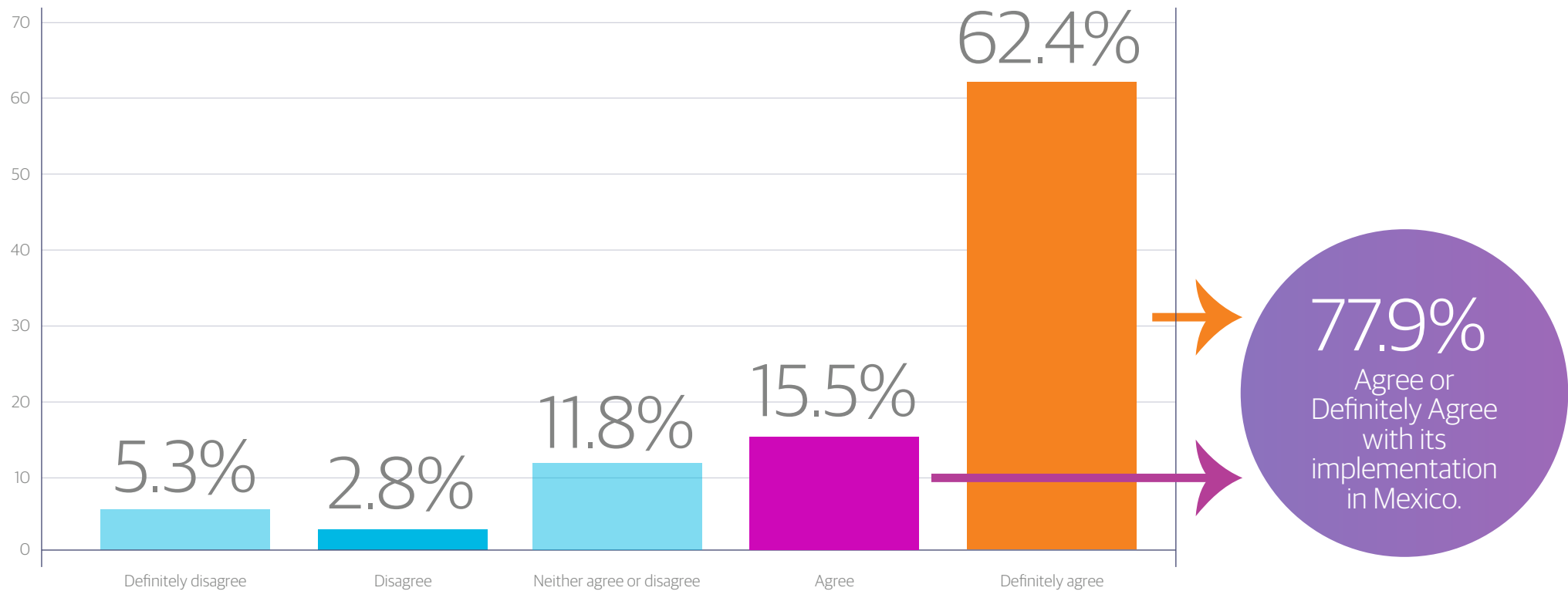
Answer distribution:

Do you know if there is a point-based license system in Mexico?



Distribution of the answer:

How much would you agree or disagree with the implementation of a point-based driver's license programme in your country?



- Research carried out in other countries indicates that after some time of implementation, the system's valuation increases even more despite the good initial perception and social acceptance.
- The survey applied in Mexico provides a very positive starting point, with a good public perception, which would support the implementation of the system in the country.
- These data could be improved some time after its implementation, favoured by the awareness-raising process and the greater global knowledge of the system, especially if the communication strategy emphasises the potential of the measure as a measure that punishes all citizens equally.

7.

Conclusions



- The report's findings highlight the **feasibility of implementing** a Life-Saving Point-Based Licensing System in Mexico, ideally on a national level.
- Not in vain, this approach has proven **effective in improving road safety** in various jurisdictions, with its adaptations, optimised for the specific conditions of the country.
- However, implementation in the country is not without obstacles that need to be mitigated with the corresponding specific actions.
- Investment in adequate **technological infrastructure** for the system to work efficiently.

- Necessary **training of civil servants** in charge of the application of the system to reduce difficulties related to the competence or corruption of the personnel in charge.
- **Communication campaigns** that explain in simple terms how the system works, its advantages over other punitive actions, as well as the consequences of committing specific traffic offences.
- Design the **training/road safety education courses** that will accompany the implementation of the system as part of the process of reinstatement of points for repeat offenders.
- The effectiveness of the system should be continuously evaluated through the establishment **of performance indicators (KPIs)**.

- Strong legal framework at the national level. However, if legislative difficulties persist, an agreement could be reached between states. In this line, an implementation of the Life-Saving Point-Based Licensing System in Mexico City would be particularly relevant to generate evidence for its eventual replicability in other states of the country in the coming years.
- Based on the maxim that road safety must be a priority in Mexico, in accordance with the recommendations of the United Nations, PAHO/WHO, we cannot accept so many deaths and injuries, nor the human suffering that results from them.
- A Life-Saving Point-Based Licensing System would undoubtedly be one of the best solutions that could be put in place. A solution therefore of commitment to life (of our citizens and tourists), of coexistence, of respect and ultimately of progress.

8.

Acknowledgements

We are grateful for the participation of the experts and authorities responsible for the interviews carried out to learn about the situation in Mexico.

We also thank the polling company SIMO Consulting (Sistemas de Inteligencia en Mercados y Opinión).

And to the citizens who participated in the survey for their time.