



American Association of
Motor Vehicle Administrators

The Foreign National Driver Resource Card & Suspended and Revoked Drivers

**AAMVA Annual International Conference
Charlotte, NC
August 22, 2012**

Brian Ursino, AAMVA Director of Law Enforcement





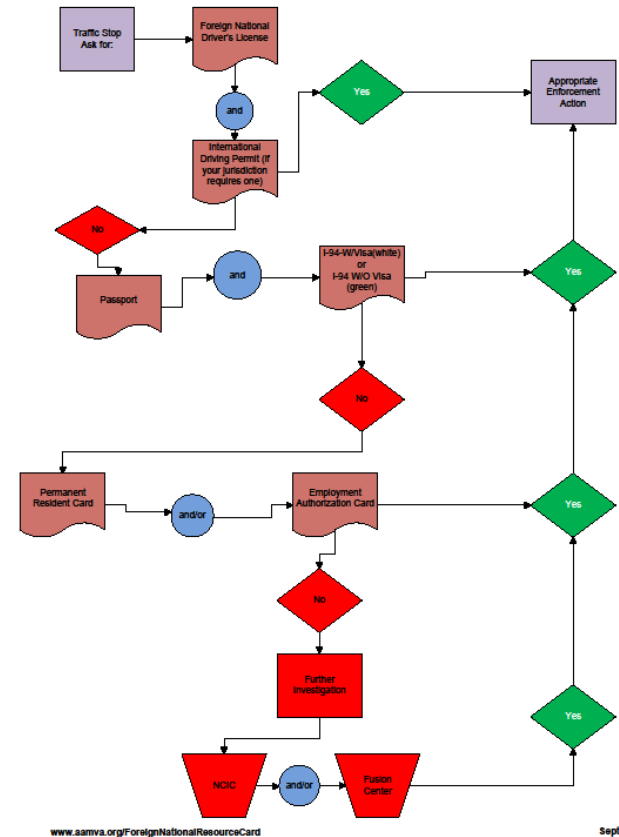
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Enforcement Standing Committee

Foreign National Driving Credential Resource Card

- **Funded by NHTSA**
- **Completed September 2011**
- **Developed by the FNDC Working Group**
- **Deliverable #1: A Resource Card for law enforcement officers to use at roadside to assist them in identifying foreign national drivers and whether they have valid driving privileges; and**
- **Deliverable #2: A training PowerPoint (with audio) explaining how to use the Resource Card.**
- **Resource Card and accompanying Powerpoint training available on AAMVA Website.**
- **COPIES AVAILABLE HERE AT CONCLUSION OF THE SESSION!**

Resource Card for Contacts with Foreign National Drivers

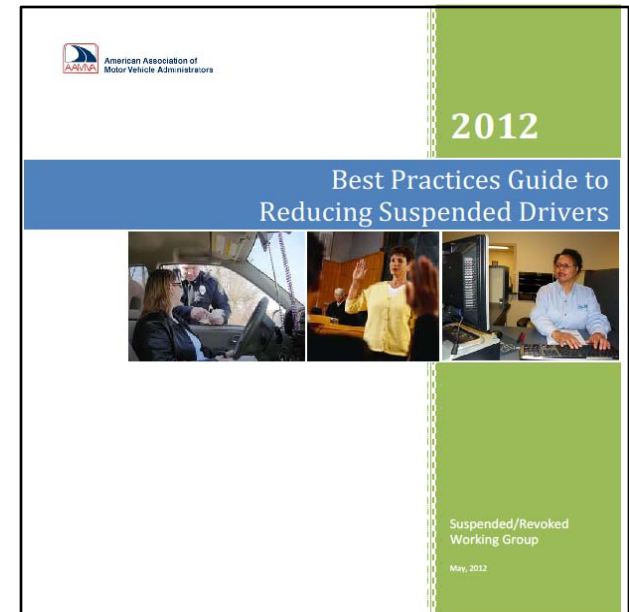




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Suspended/Revoked Best Practice Guide

- Funded by NHTSA
- Submitted to NHTSA on May 25, 2012;
Currently undergoing NHTSA review &
approval process
- Developed by the Suspended/Revoked
Working Group
 - Deliverable #1: A publication titled
“Best Practices Guide to Reducing
Suspended Drivers”; and
 - Deliverable #2: Model Legislation
(template)
- Will be published and marketed upon NHTSA
approval.





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History of Working Group and Survey Results

Sheila Prior

Region III & IV Director, Member Support

AAMVA

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In the Beginning . . .

- Working group formed in 2009 under a grant from NHTSA
- Law enforcement community concerns
 - growing number of non-highway safety violations
 - arrest / ticketing requirements detract from highway safety
- Premise was to eliminate non-highway safety suspensions
- Efforts
 - engage professional research team
 - solicit experiences from members
 - biggest challenge was finding proven alternatives





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Survey #1

- Distributed in July, 2010
- Are you under statutory or regulatory mandate to suspend or revoke the driving privilege of individuals non-traffic violation(s)?
 - 45 yes
 - 3 no
- If yes, please list all non-moving violations for which your jurisdiction takes suspension or revocation action.
 - 1 to 74 reasons provided
- Realized after reviewing results that we should have asked for information on non-highway safety violations vs. non-moving violations





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Survey #2

- Reformatted initial survey responses and added additional information request
 - highway safety related offense
 - suspension length
 - # of suspensions imposed / violation
- Charted suspensions by type, compiled
 - 60 categories of non-highway safety related suspensions
 - some common, e.g., 20+ suspend for fuel piracy, 30+ suspend for minor in possession of alcohol
 - some only one in North America, e.g., filling a dirt bike from a gas pump in Baltimore, tow truck driver graft





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Best Practices Guide to Reducing Suspended Drivers

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**Rob Mikell, Deputy Commissioner
Georgia Department of Driver Services
Chair, Suspended/Revoked Working Group**

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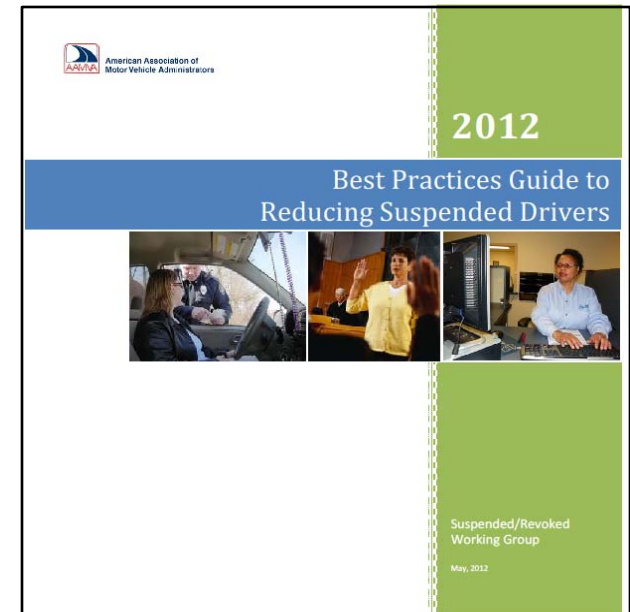




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Suspended/Revoked Best Practice Guide

- The Best Practice Guide recommends that legislatures **repeal laws** requiring the suspension of driving privileges for non-highway safety related violations
- Adoption of these recommendations would reduce the burden on DMVs, Law Enforcement & Courts
- The Best Practice Guide includes:
 - the research behind the recommendation
 - a model legislation template for jurisdictions to use to craft their own legislation



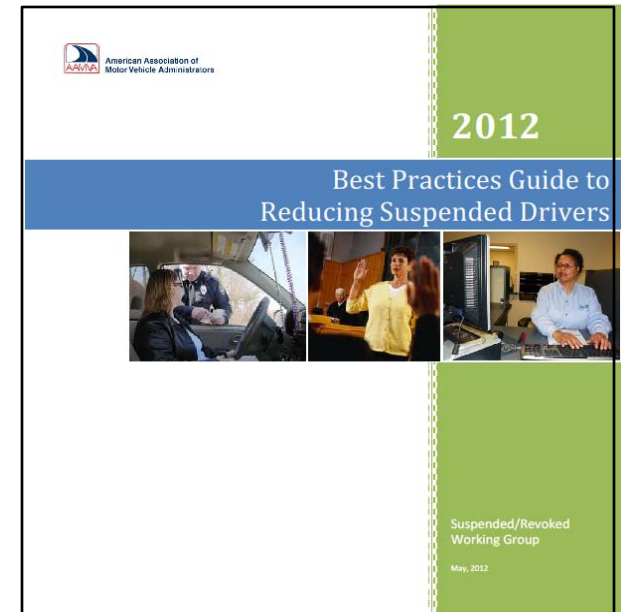


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Suspended/Revoked Best Practice Guide

The Guide contains the following sections:

- Executive Summary
- 1.0 Introduction
- 2.0 Research Overview
- 3.0 Impact to Criminal Justice System
- 4.0 Impact to Motor Vehicle Agencies
- 5.0 Alternatives to Driver License Suspension
- 6.0 Appendices
 - A: Sample Legislation
 - B: Full Research Report
 - C: Jurisdiction Survey Results





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Suspended/Revoked Best Practice Guide 1.0 Introduction

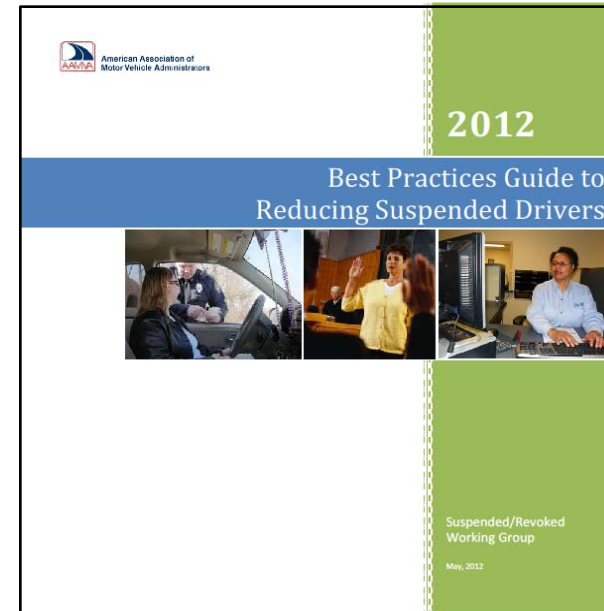
When license suspension were first instituted, there were three primary goals for suspending driving privileges

- to remove dangerous drivers from the road
- to change driver behavior
- to punish unsafe drivers

The Problem

Every year, state legislatures pass additional laws requiring suspensions as a mechanism to gain compliance with non-highway safety (or social non-conformance) reasons, i.e., bounced checks, fuel theft, graffiti, truancy, etc. Now nearly 4 of every 10 suspended drivers are suspended for non-driving reasons!

Research revealed that suspensions for non-driving reasons rose from 29% to 39% of total suspensions in just 4 years [2002 – 2006]



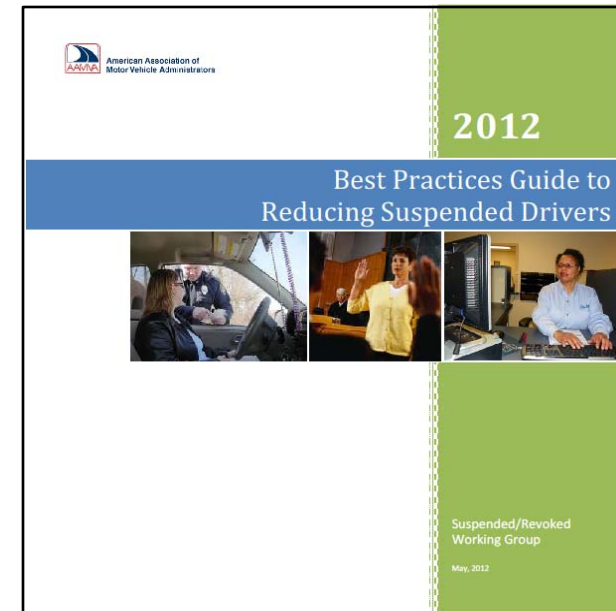


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Suspended/Revoked Best Practice Guide 2.0 Research Overview

The Research

- Research indicates drivers suspended for driver behavior are involved in crashes 3X more frequently than drivers suspended for non-driving reasons, and 6X more frequently than drivers who have never been suspended
- If policy makers agree there should be a direct nexus between license suspensions and traffic safety, then licenses should be suspended only for driving related reasons
- Moreover, the common belief that a license suspension provides sustainable motivation for individuals to comply with court ordered or legislated mandates to avoid suspension is not supported by empirical evidence





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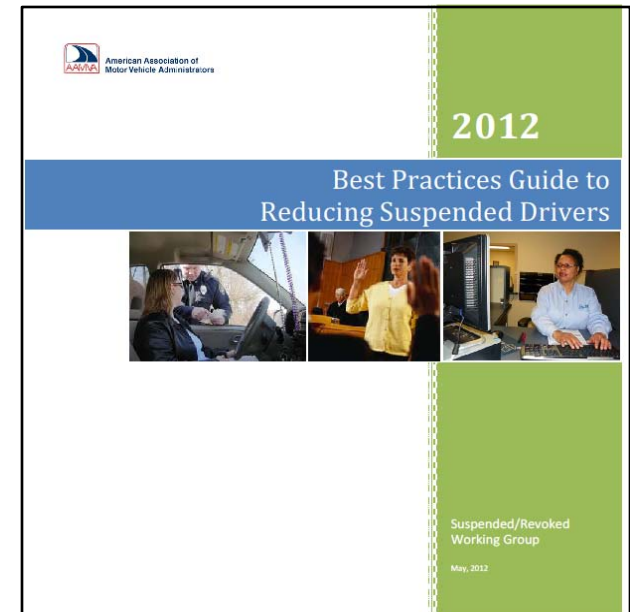
Suspended/Revoked Best Practice Guide 3.0 Impact to Criminal Justice

To Law Enforcement

- The Washington State Patrol spends approximately 79,000 personnel hours annually in arrest, impound and adjudication of suspended driver cases on drivers suspended for non-driving reasons

To Prosecutors and Courts

- Traffic offenses represent the largest number of charges prosecuted in many state and local courts and dockets are clogged. Adding cases for driving while suspended for a non-driving reason simply adds to that overwhelming burden



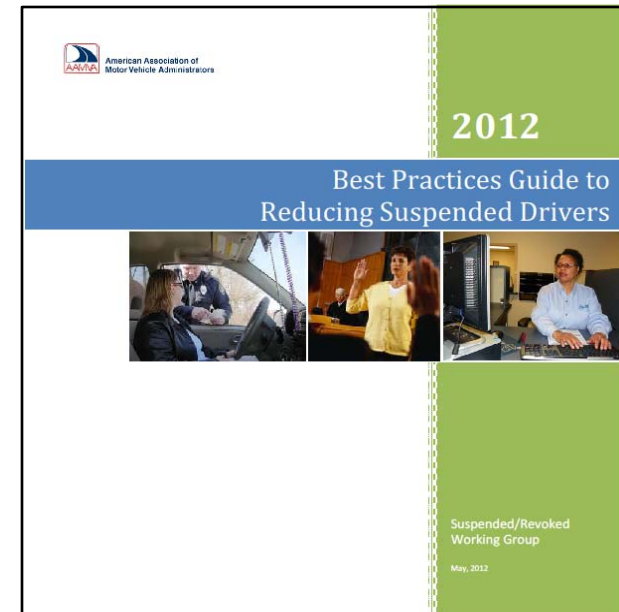


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Suspended/Revoked Best Practice Guide 4.0 Impact to Motor Vehicle Agencies

To MVAs

- Each time a law is passed requiring suspension action, DMV business units must develop business rules and processes; IT staff perform a variety of functions to move the new code to production
- Other impacts include those to:
 - training costs for field, call center and central office staff
 - forms revision, increased postage, and other similar costs
- Numerous bodies of research show that driver license suspension is not the universal remedy that legislators and others often believe it to be
- Most importantly, if not for the high percentage of non-driving related suspensions, DMVs could focus on their core business of highway safety

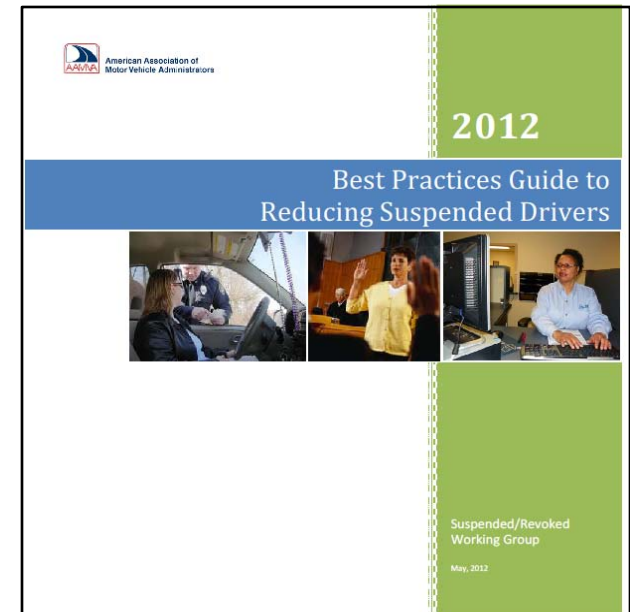




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Suspended/Revoked Best Practice Guide 5.0 Alternatives to Suspension

- There is no silver bullet or panacea to gaining social conformance among the population that run afoul of the many laws of the states, counties and municipalities
- This section does provide examples found throughout the country of programs that may be replicated and may provide an alternative in those cases where legislatures refuse to repeal non-driving suspension laws without having an alternative



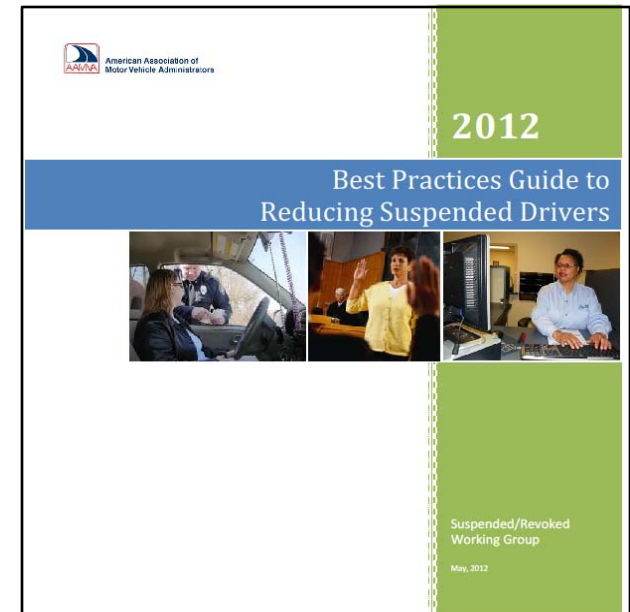


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Suspended/Revoked Best Practice Guide 6.0 Appendices

The Appendices include:

- A: Sample Legislation ~ Developed by legislative subcommittee of the Working Group that was chaired by a representative from the National District Attorneys Association
- B: Full Research Report based on suspension data provided from eight states (two from each AAMVA Region)
- C: Full Jurisdiction Survey Results outlining various non-driving license suspension reasons



Suspended/Revoked Best Practice Guide



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This Guide will be published as soon as NHTSA completes its review and approval process

Thank You!

Rob Mikell, Chair, Suspended & Revoked Working Group

AAMVA Staff Liaisons to the Suspended & Revoked Working Group:

- Sheila Prior, Regional Director
- Brian Ursino, Director of Law Enforcement

