

High-risk drivers in fatal and serious crashes: 2006–2010

May 2012

This update of the February 2011 high-risk driver report looks at the crash patterns for high-risk drivers compared to other at-fault drivers. The crash patterns are very similar to those in the earlier report. A time series has been included to monitor the number of high-risk driver crashes over time.

The analysis is limited to at-fault drivers in fatal and serious injury crashes. An at-fault driver is defined in the Crash Analysis System (CAS) as the driver deemed to have the primary responsibility for a crash. This is based on the crash movements and crash cause factors assigned in CAS. It is not based on legal liability or court conviction.

In this report high-risk drivers comprise:

- unlicensed and disqualified drivers (including drivers who are forbidden to drive or who have an expired licence or the wrong licence class for the vehicle being driven)
- drivers identified as evading enforcement or racing or showing off at the time of the crash
- drivers with a blood alcohol level of at least fifty percent over the adult legal limit (i.e. 120 mg/100 ml)
- repeat alcohol offenders, specifically drivers in alcohol-related crashes who have at least one prior alcohol conviction in the previous 5 years
- repeat speed offenders, specifically drivers in speed-related crashes who have at least two prior speeding offences in the previous 5 years, with at least one involving 35 or more demerit points (excludes all speed camera offences).

Speed camera offences do not attract demerit points so are not recorded on the driver licence register. For this reason, speed camera offences have not been included in the definition of repeat speed offenders.

The data presented here are crashes for the five years 2006–2010, with the exception of the time series on the next page, which begins in 2005, the first year for which consistent data is available.

The table below shows the percentage of at-fault drivers who were classified as high risk. This ranges from 34% for fatal crashes to only 15% for minor injury crashes.

Crash severity	At-fault drivers	% high risk
Fatal	1,597	34%
Serious	9,146	22%
Minor	40,908	15%
Total	51,651	17%

The following table shows deaths and injuries in crashes where a high-risk driver was at fault as a percentage of all road deaths and reported injuries.

Road deaths and injuries 2006–2010

	Deaths	Serious injuries	Minor injuries
Number			
Total number 2006–2010	1,940	12,684	62,842
Number in crashes with a high-risk driver	620	2,710	9,322
Percent			
Percent in crashes with a high-risk driver	32%	21%	15%

Crashes with drivers categorised here as high-risk drivers account for 32% of road deaths, 21% of serious injuries and 15% of minor injuries.

Time series

The time series begins in 2005; this is the first year for which consistent data is available. The rest of the report uses data for the most recent 5 years, 2006–2010.

Year	Casualties in crashes with high-risk drivers					
	Number of casualties			As a percentage of all casualties		
	Deaths	Serious injuries	Minor injuries	Deaths	Serious injuries	Minor injuries
2005	121	523	1670	30%	20%	14%
2006	116	553	1975	30%	21%	16%
2007	130	580	2012	31%	22%	15%
2008	123	566	1907	34%	22%	15%
2009	129	520	1832	34%	21%	15%
2010	122	491	1596	33%	21%	14%

The number of police reported injuries that occurred in crashes with high-risk drivers dropped in 2010. This follows the overall drop in injuries so as a percentage of all casualties there was little change.

The remainder of this report looks at the crash patterns for high-risk drivers compared to other at-fault drivers. It is divided into two sections. The first is limited to at-fault drivers in fatal crashes. The second includes at-fault drivers in both fatal and serious injury crashes.

Note that percentages in tables do not always add to 100% due to rounding.

Fatal crashes

This section of the report presents data for fatal crashes only.

Of those categorised here as high-risk drivers, 61% have alcohol factors (19% have a prior alcohol offence and 55% have a high blood alcohol level in the crash), 36% are unlicensed or disqualified (licence factors), 19% have two or more prior speed offences, with at least one involving 35 or more demerits, 6% are racing or showing off and 5% are evading enforcement at the time of the crash. Any one driver may fall into several risk categories.

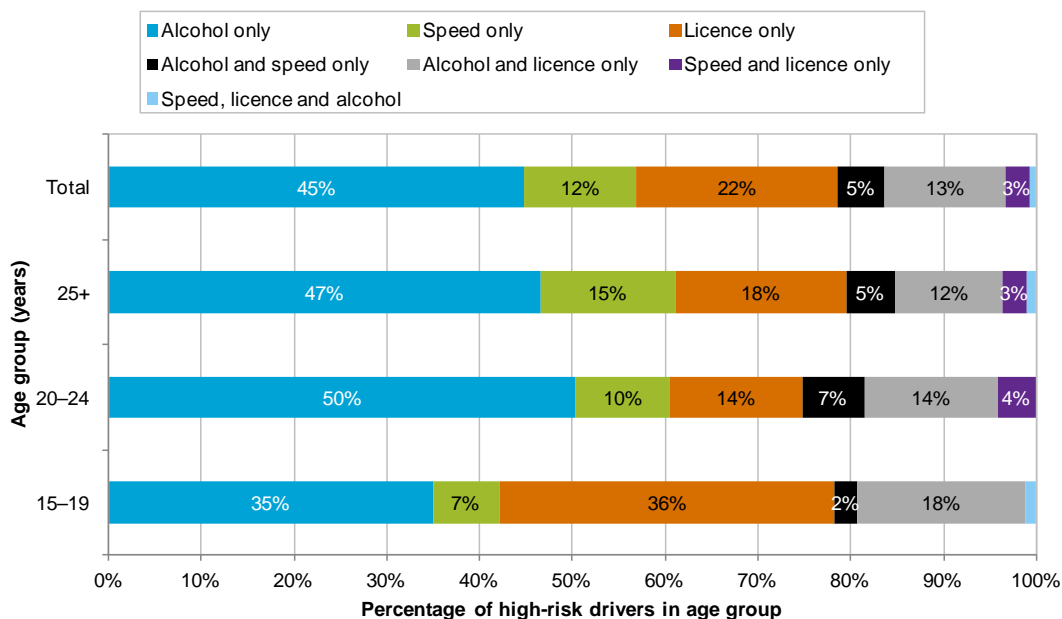
Of the teenage high-risk drivers 48% have licence-related factors such as being disqualified or unlicensed and 24% were racing or evading enforcement at the time of the crash.

The table and graph below show the overlap between alcohol, speed and licence risk categories for high risk drivers in fatal crashes.

Driver age	Risk categories						
	Alcohol	Speed	Licence	Alcohol and speed	Alcohol and licence	Speed and licence	Alcohol, speed and licence
15–19	29	6	30	2	15	0	1
20–24	60	12	17	8	17	5	0
25+	141	44	56	16	35	8	3
Other	1	0	9	0	0	0	0
Total	231	62	112	26	67	13	4

Note: 'Other' includes drivers aged under 15 years or with unknown age. 58 of the high-risk drivers were evading enforcement (26) or racing or showing off (33) at the time of the crash. One included both these factors. 26 high-risk drivers were evading enforcement or racing or showing off at the time of the crash and do not fall in any of the other categories, so are not shown in this table and the subsequent graph.

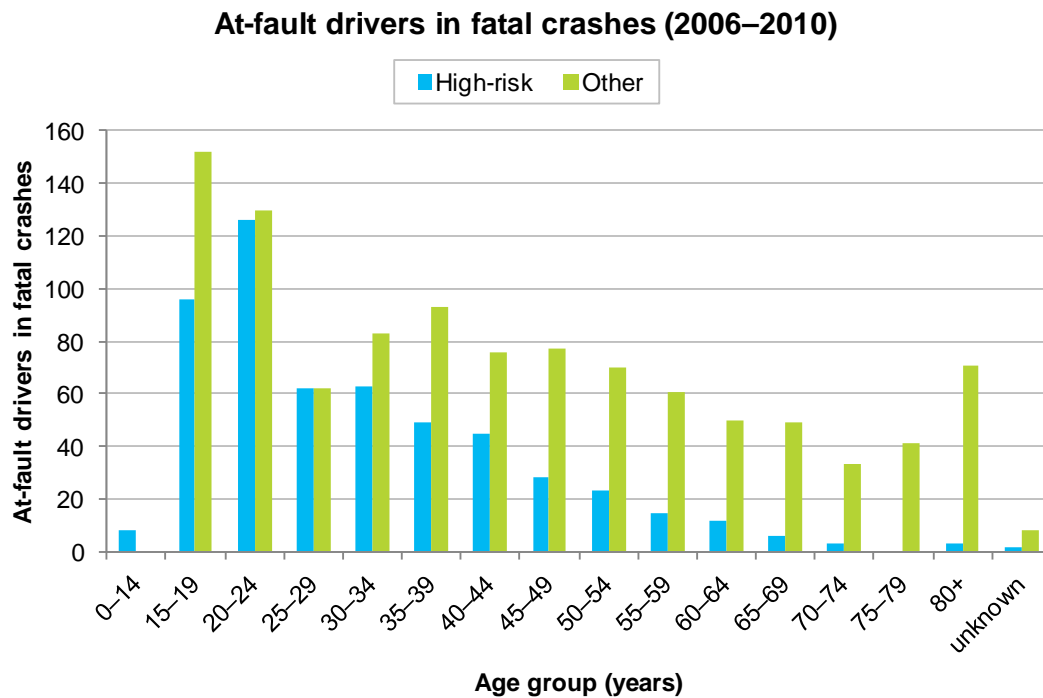
Overlap between risk categories for high-risk drivers in fatal crashes (2006–2010)



Driver characteristics

The graph below shows the age profile of high-risk drivers compared to other at-fault drivers involved in fatal crashes.

About half (54%) of the high-risk drivers are under 30. A higher proportion of younger drivers are in the high-risk group. High-risk drivers comprise nearly half (46%) of at-fault drivers aged under 30 whereas they make up 28% of at-fault drivers aged 40-59.

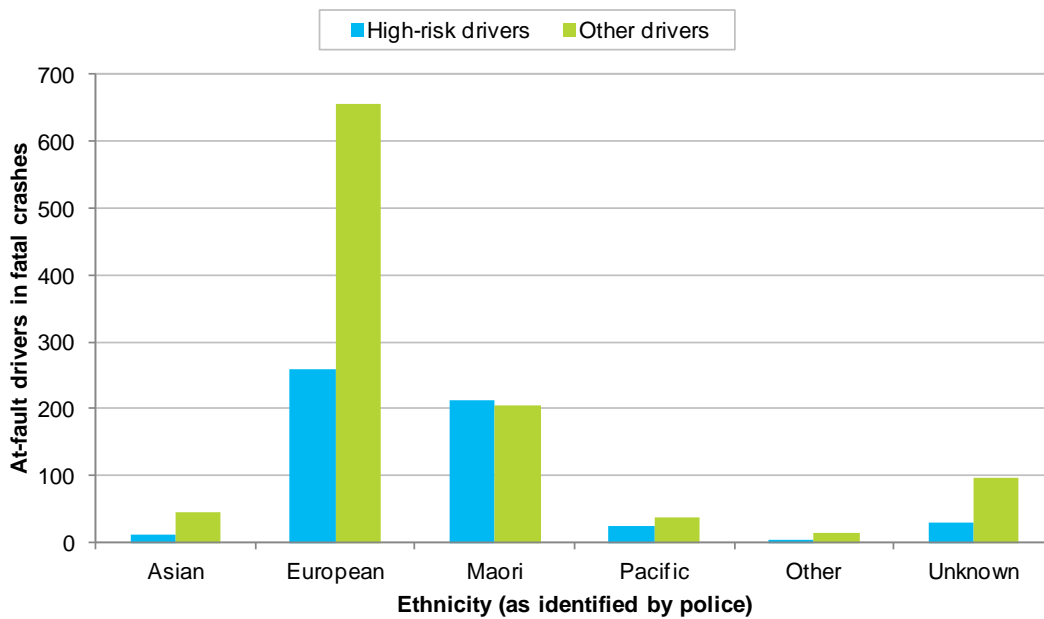


Overall 75% of at-fault drivers are male. Males make up 84% of high-risk drivers at fault compared to 71% of other at-fault drivers.

The graph over the page shows the ethnicity of high-risk drivers compared to other at-fault drivers involved in fatal crashes, as identified by police crash reports.

Ethnicity is not recorded on traffic crash reports for 5% of high-risk drivers. Where it is known, half the high-risk drivers are reported as European (51%), compared to 41% Māori and 5% Pacific. A higher proportion of Māori and Pacific at-fault drivers are in the high risk group. Fifty-one percent of Māori and 39% of Pacific at-fault drivers are high risk, compared to 28% for drivers of other ethnicities. Under 25 year olds comprise 40% of Māori at-fault drivers compared to 28% for European drivers.

Ethnicity of at-fault drivers in fatal crashes (2006–2010)



When do high-risk drivers crash (fatal crashes)?

The graph and table below show when high-risk drivers crash compared to other at-fault drivers involved in fatal crashes.

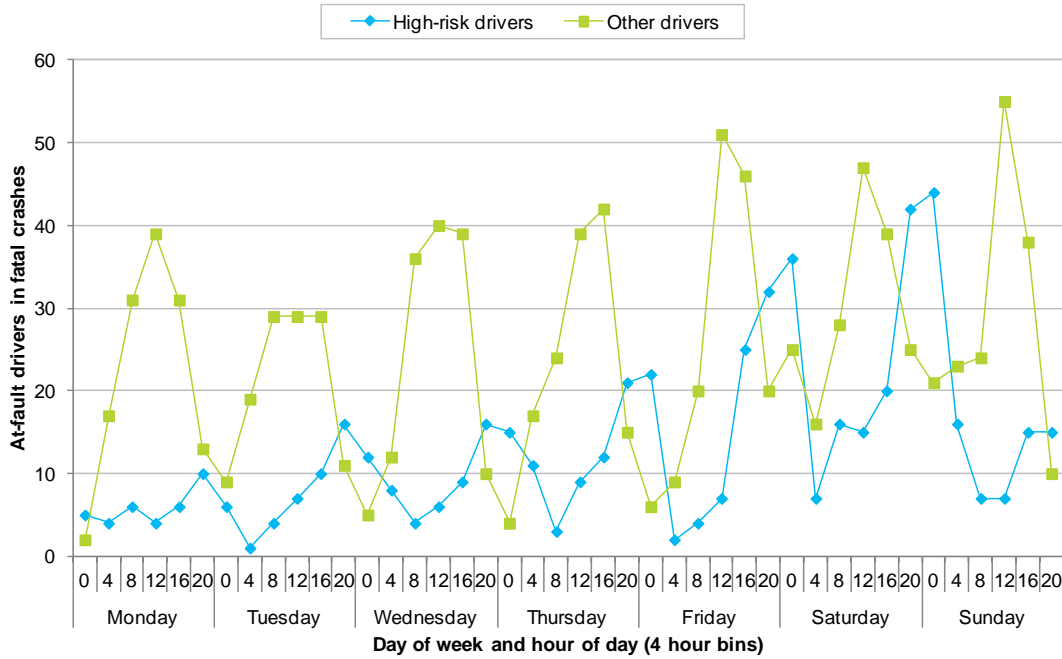
A higher proportion of high-risk driver crashes happen at night than for other at-fault drivers. Forty-seven percent of high-risk driver crashes occur late at night (2200–0559 hours). This compares to only 14% of crashes for other at-fault drivers.

High-risk drivers comprise 63% of at-fault drivers involved in late night crashes. The proportions are lower on Monday nights.

Day of week	Day (0600–1759)			Evening (1800–2159)			Night (2200–0559)		
	High-risk drivers	Other drivers	% high risk	High-risk drivers	Other drivers	% high risk	High-risk drivers	Other drivers	% high risk
Monday	16	107	13%	9	16	36%	10	19	34%
Tuesday	16	92	15%	14	15	48%	26	13	67%
Wednesday	19	108	15%	9	24	27%	31	8	79%
Thursday	20	108	16%	21	20	51%	31	17	65%
Friday	20	101	17%	29	31	48%	59	38	61%
Saturday	41	110	27%	28	30	48%	84	46	65%
Sunday	26	115	18%	16	18	47%	12	9	57%
Total	158	741	18%	126	154	45%	253	150	63%

Note: On the day shown night is from 2200 until 0559 on the following day. A precise time is not recorded for nearly one percent of fatal crashes.

At-fault drivers in fatal crashes by day of week and hour of day (2006–2010)



Who dies in high-risk driver crashes?

The following table shows who died in crashes involving high-risk drivers in the five years from 2006 to 2010.

Casualty age	At-fault high risk driver	Passenger with at-fault high risk driver	Other road user
Under 15	6	22	6
15–19	46	64	7
20–24	81	30	10
25–29	43	22	8
30–34	52	5	4
35–39	35	10	5
40–44	31	7	4
45–49	20	3	8
50–54	21	6	4
55–59	14	3	4
60+	17	5	17
unknown	0	0	0
Total	366	177	77

Well over half (59%) of the deaths in these crashes are the high-risk drivers themselves. A further 29% are passengers with high-risk drivers. The remaining 12% of deaths are other road users involved in the crash.

Where do high-risk drivers crash (fatal crashes)?

For both high-risk and other at-fault drivers, the majority of fatal crashes occur on the open road (71% for high-risk drivers and 77% for other at-fault drivers). A lower proportion of high-risk driver crashes are on open road State highways (36%) than other at-fault driver crashes (51%).

Crash location	High-risk drivers	% of high-risk drivers	Other drivers	% of other drivers
Urban road	158	29%	245	23%
Open road State highway	195	36%	538	51%
Other open road	188	35%	273	26%
Total	541	100%	1,056	100%

For high risk drivers, 64% of fatal crashes are single vehicle crashes. High-risk drivers comprise 47% of all at-fault drivers in single vehicle fatal crashes. This becomes more pronounced for urban areas where the equivalent figure is 57%.

Crash location	Crash type	High risk drivers	Other drivers	% that are high risk
Urban road	Single-vehicle	100	75	57%
	Other	58	170	25%
Open road	Single-vehicle	244	316	44%
	Other	139	495	22%
Total	Single-vehicle	344	391	47%
	Other	197	665	23%

Note: 'Other' includes crashes with multiple vehicles or with at least one road user outside the vehicle driven by the at-fault driver.

Twenty-nine percent of the high-risk driver single-vehicle crashes happen in urban areas, compared to only 19% of other driver single-vehicle crashes.

Between 2006 and 2010, 175 people died in urban crashes involving an at-fault high-risk driver. This compares to 445 deaths in open road crashes involving an at-fault high-risk driver.

The following table shows who died in urban crashes involving high-risk drivers in the five years from 2006 to 2010.

Casualty age	At-fault high-risk driver	Passenger with at-fault high risk driver	Other road user
Under 15	2	5	3
15–19	17	23	2
20–24	33	12	7
25–29	12	8	0
30–34	10	1	0
35–39	7	2	1
40–44	3	0	1
45–49	1	0	1
50–54	4	1	1
55–59	1	0	1
60+	6	2	8
unknown	0	0	0
Total	96	54	25

Urban/open road differences may be related in part to regional differences. The table below and the maps on the following pages show regional breakdowns.

The table below shows the regional breakdown of fatal crashes with at-fault high-risk drivers. This is further broken down into crashes on urban and open roads. This information is also displayed on the maps on the following pages.

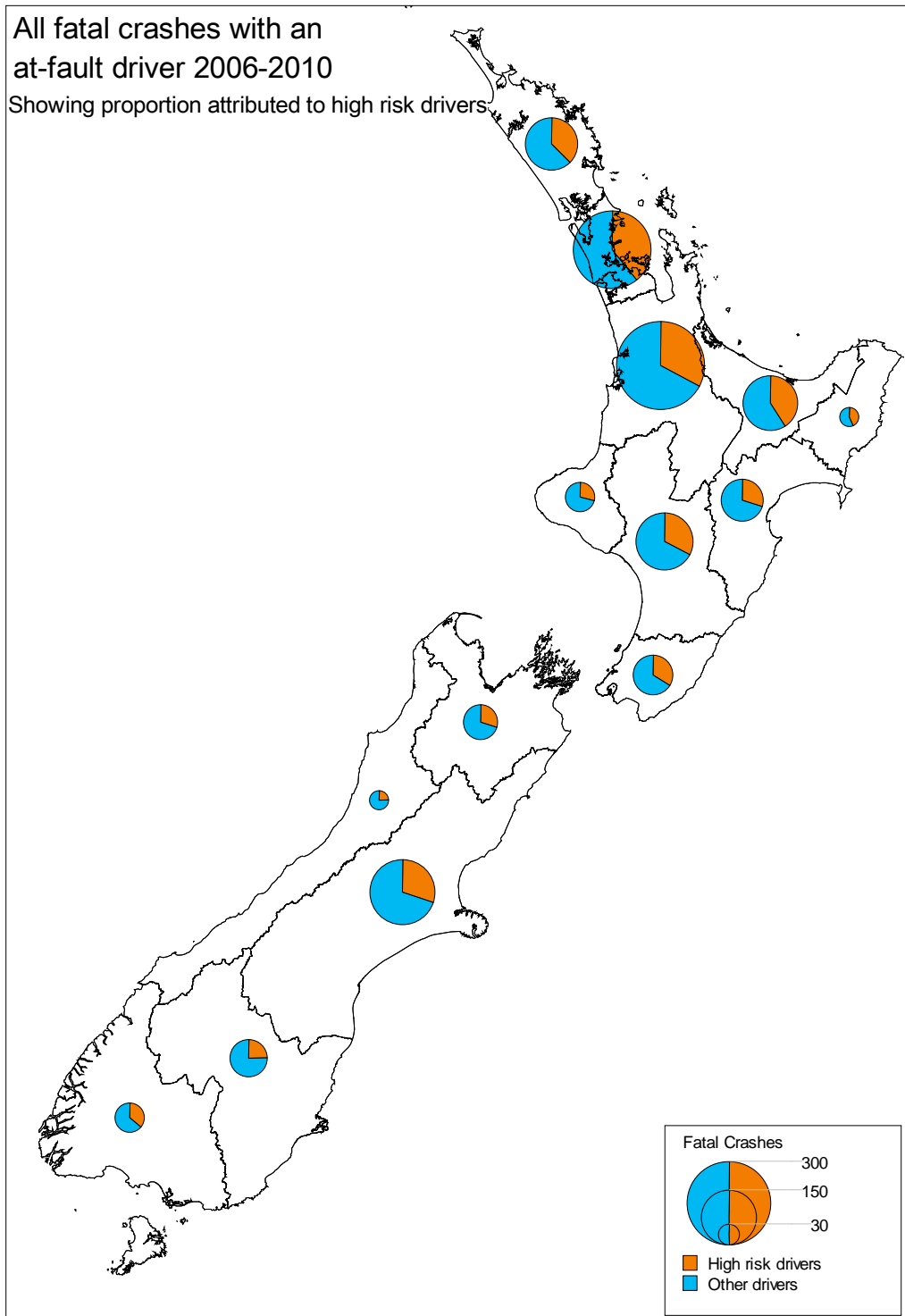
Region	At-fault drivers in fatal crashes			Fatal crashes with high-risk drivers at fault			
	High-risk drivers	Other drivers	% high risk	Urban	State highway open road	Other open road	% open road
Northland	47	78	38%	6	20	21	87%
Auckland	98	152	39%	50	24	24	49%
Waikato	101	208	33%	23	37	41	77%
Bay of Plenty	54	78	41%	21	18	15	61%
Gisborne	11	14	44%	1	6	4	91%
Hawke's Bay	27	64	30%	5	9	13	81%
Taranaki	14	35	29%	2	6	6	86%
Manawatu/Wanganui	50	103	33%	14	19	17	72%
Wellington	26	51	34%	9	6	11	65%
Nelson/Marlborough	18	43	30%	5	10	3	72%
West Coast	6	19	24%	0	4	2	100%
Canterbury	54	126	30%	14	19	21	74%
Otago	17	53	24%	2	9	6	88%
Southland	18	32	36%	6	8	4	67%
New Zealand	541	1,056	34%	158	195	188	71%

The first of the following maps shows the regional distribution of fatal crashes involving an at-fault driver, and the proportion that involve a high-risk driver. The size of each pie is proportional to the number of fatal crashes in the region. The sizes of the pie segments indicate the proportion of crashes that have a high-risk driver at fault. Generally this proportion is higher in the North Island than in the South Island and is particularly high in the north and east of the North Island.

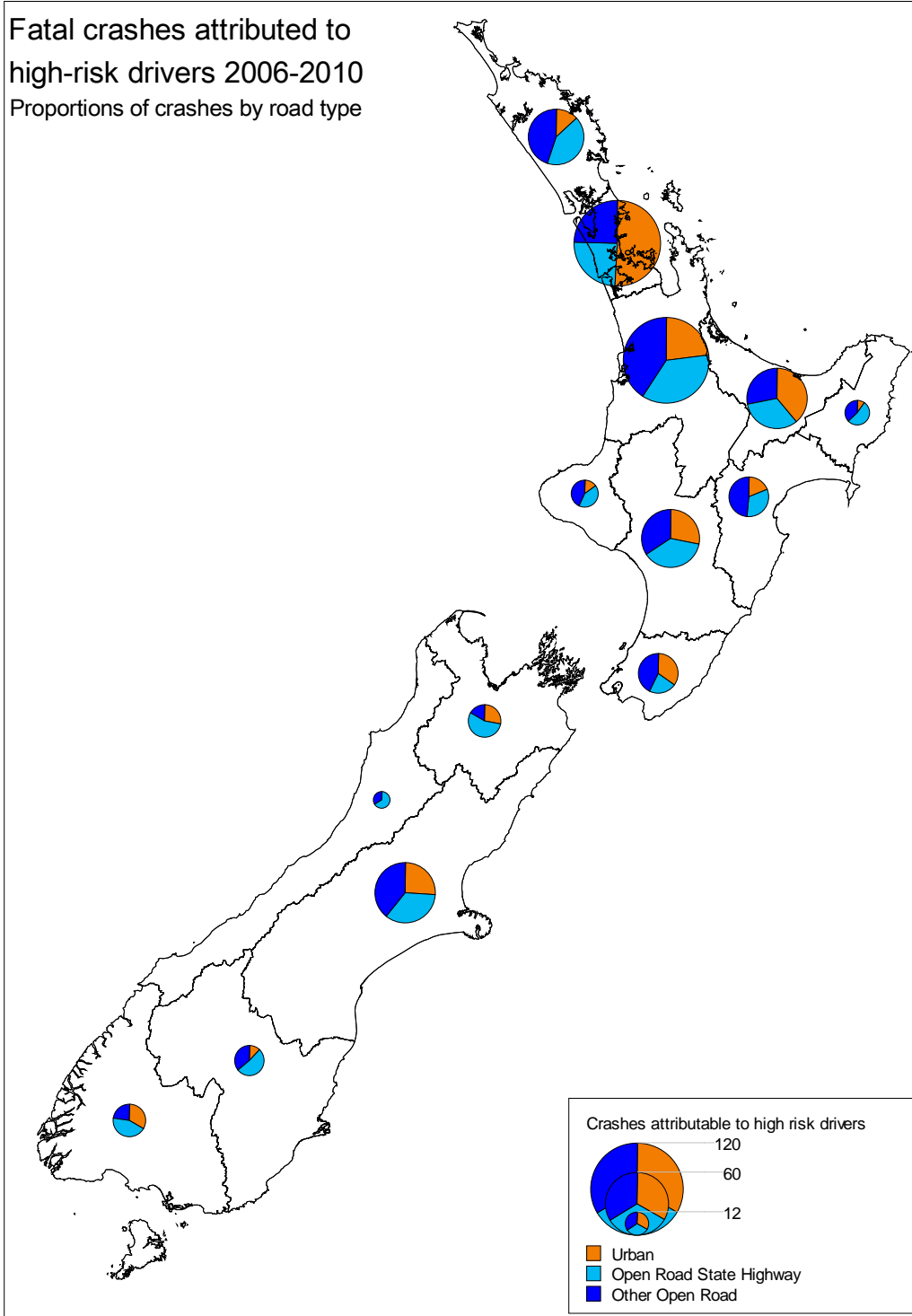
The second map shows the urban/open road breakdown for fatal crashes involving high-risk drivers by region. On this map the pie size indicates the number of fatal crashes with an at-fault high-risk driver. The pie segments show the urban/open road split for these crashes.

All fatal crashes with an at-fault driver 2006-2010

Showing proportion attributed to high risk drivers



Fatal crashes attributed to high-risk drivers 2006-2010
Proportions of crashes by road type



Alcohol factors and high-risk drivers

The first of the following tables shows the number of at-fault drivers with alcohol factors and the overlap between repeat drink drivers and drivers with high alcohol levels. The alcohol levels are blood alcohol levels in mg/100ml. The adult legal limit is 80mg/100ml. The second table shows the number of deaths caused by those drivers.

At-fault, high-risk drivers with alcohol factors in fatal crashes 2006–2010

Driver prior conviction in the prior 5 years	Alcohol level in current crash			Total
	Below 120	120 – under 160	160 and over	
Prior alcohol conviction	30	22	51	103
No prior conviction	n/a	76	149	225
Total	30	98	200	328

Deaths from crashes with at-fault, high-risk drivers with alcohol factors 2006–2010

Driver prior conviction in the prior 5 years	Alcohol level in current crash			Total
	Below 120	120 – under 160	160 and over	
Prior alcohol conviction	33	27	57	117
No prior conviction	n/a	84	163	247
Total	33	111	220	364

Over the years 2006–2010 there were 576 deaths in crashes where alcohol was a contributing factor. As shown in the table above, 364 of those deaths (63%) were in crashes caused by a high-risk driver who had either a blood alcohol level at least 50% over the adult legal limit or a prior alcohol offence. The 117 deaths from crashes with drivers with a prior alcohol offence comprise 20% of all alcohol-related deaths.

The next two tables show the results for 2010 alone.

At-fault, high-risk drivers with alcohol factors in fatal crashes 2010

Driver prior conviction in the prior 5 years	Alcohol level in current crash			Total
	Below 120	120–under 160	160 and over	
Prior alcohol conviction	8	3	13	24
No prior conviction	n/a	10	31	41
Total	8	13	44	65

Deaths from crashes with at-fault, high-risk drivers with alcohol factors 2010

Driver prior conviction in the prior 5 years	Alcohol level in current crash			Total
	Below 120	120–under 160	160 and over	
Prior alcohol conviction	10	5	14	29
No prior conviction	n/a	11	33	44
Total	10	16	47	73

In 2010 there were 120 deaths in crashes where alcohol was a contributing factor. As shown in the table above, 73 of those deaths (61%) were in crashes caused by a high-risk driver who had either a blood alcohol level at least 50% over the adult legal limit or a prior alcohol offence. The 29 deaths from crashes with drivers with a prior alcohol offence comprise 24% of all alcohol-related deaths.

Fatal and serious injury crashes

The remainder of the report presents data for fatal and serious injury crashes combined.

Of those categorised here as high-risk drivers, 56% have alcohol factors (23% have a prior alcohol offence and 47% have a high blood alcohol level in the crash), 39% are unlicensed or disqualified (licence factors), 19% have two or more prior speed offences, with at least one involving 35 or more demerits, 7% are racing or showing off and 5% are evading enforcement at the time of the crash. Any one driver may fall into several of these risk categories.

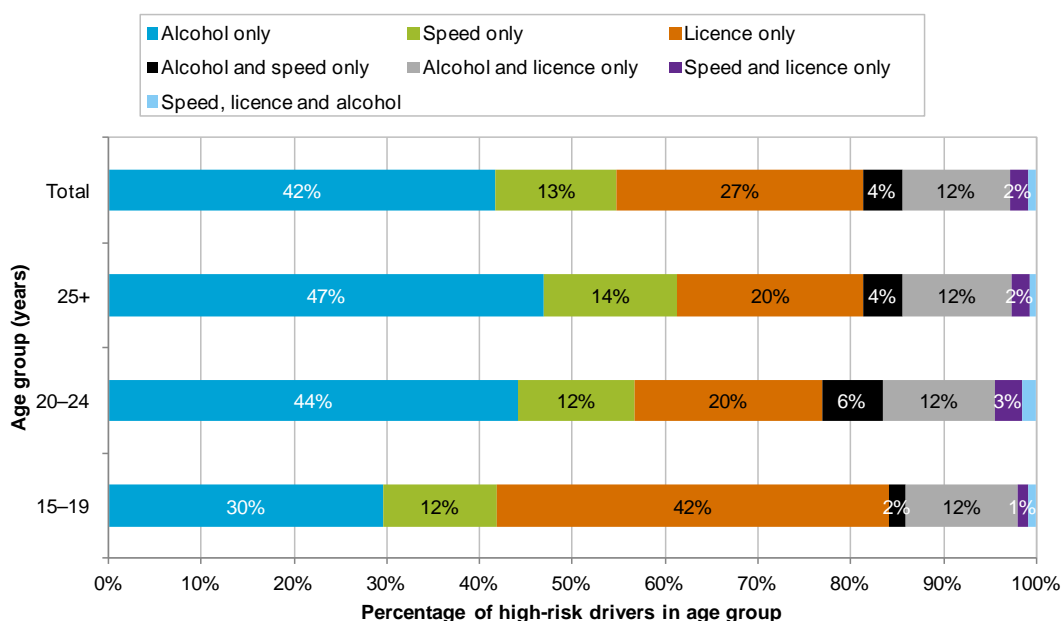
Of the teenage high-risk drivers 49% have licence-related factors such as being disqualified or unlicensed and 23% were racing or evading enforcement at the time of the crash.

The table and graph below show the overlap between alcohol, speed and licence risk categories for high-risk drivers in fatal and serious injury crashes.

Driver age	Risk category						
	Alcohol			Alcohol	Alcohol		Alcohol
		Speed		Speed	Licence	Speed	Speed
15–19	137	56	196	8	56	5	4
20–24	259	73	119	38	71	17	9
25+	629	193	269	56	157	26	10
Other	5	0	70	1	2	0	0
Total	1030	322	654	103	286	48	23

Note: 'Other' includes drivers aged under 15 years and of unknown age. 294 of the high-risk drivers were evading enforcement (127) or racing or showing off (169) at the time of the crash. Two included both these factors. 121 high-risk drivers were evading enforcement or racing or showing off at the time of the crash and do not fall in any of the other categories, so are not shown in this table and the subsequent graph.

Overlap between risk categories for high-risk drivers in fatal and serious injury crashes (2006–2010)

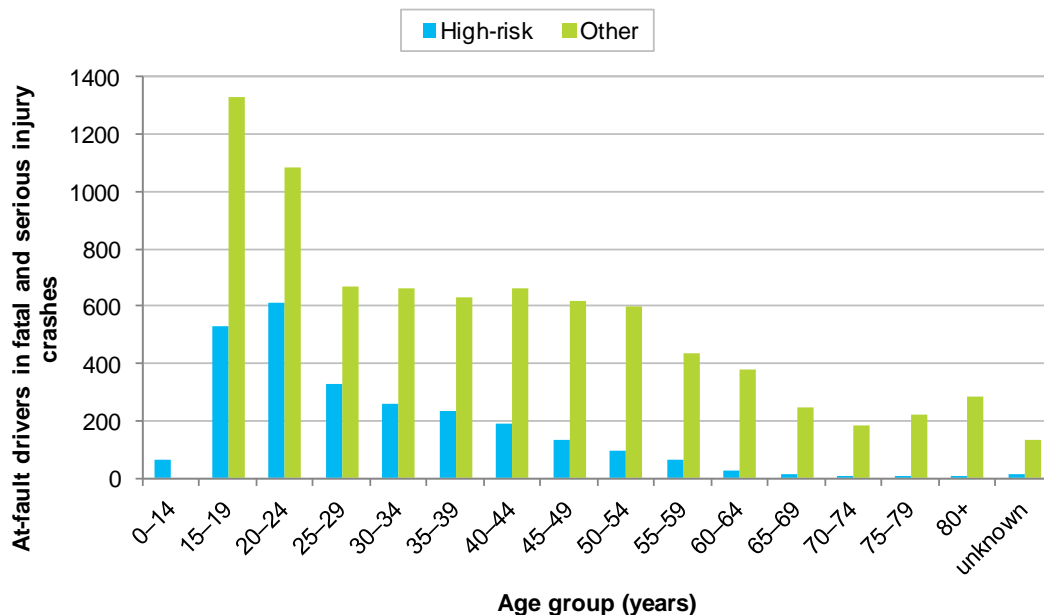


Driver characteristics

The graph below shows the age profile of high-risk drivers compared to other at-fault drivers involved in fatal and serious injury crashes.

Over half (59%) of the high-risk drivers are under 30. A higher proportion of younger drivers are in the high risk group. High-risk drivers comprise about a third (33%) of at-fault drivers aged under 30 whereas they make up 17% of at-fault drivers aged 40-59.

At-fault drivers in fatal and serious injury crashes (2006–2010)

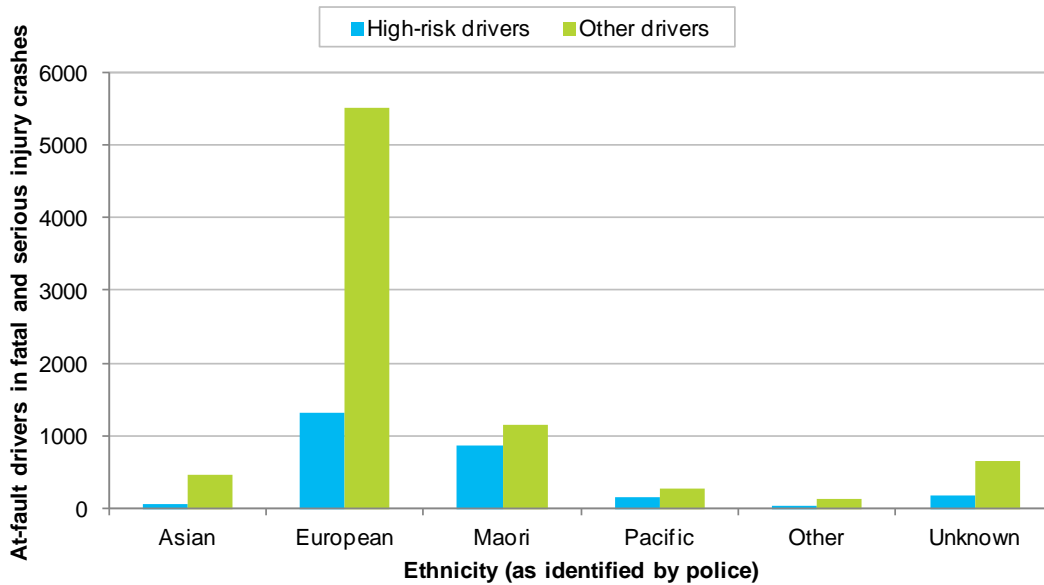


Overall 71% of at-fault drivers are male. Males make up 82% of high-risk drivers at fault compared to 68% of other at-fault drivers.

The graph over the page shows the ethnicity of high-risk drivers compared to other at-fault drivers involved in fatal and serious injury crashes, as identified by police crash reports.

Ethnicity is not recorded on traffic crash reports for seven percent of high-risk drivers. Where it is known, over half the high-risk drivers are reported as European (54%), compared to 35% Māori and 6% Pacific. A higher proportion of Māori and Pacific at-fault drivers are in the high risk group. Forty-three percent of Māori and 37% of Pacific at-fault drivers are high risk, compared to 19% for drivers of other ethnicities. Under 25 year olds comprise 42% of Māori at-fault drivers compared to 32% for European drivers.

Ethnicity of at-fault drivers in fatal and serious injury crashes (2006–2010)



When do high-risk drivers crash (fatal and serious injury crashes)?

The graph and table below show when high-risk drivers crash compared to other at-fault drivers involved in fatal and serious injury crashes.

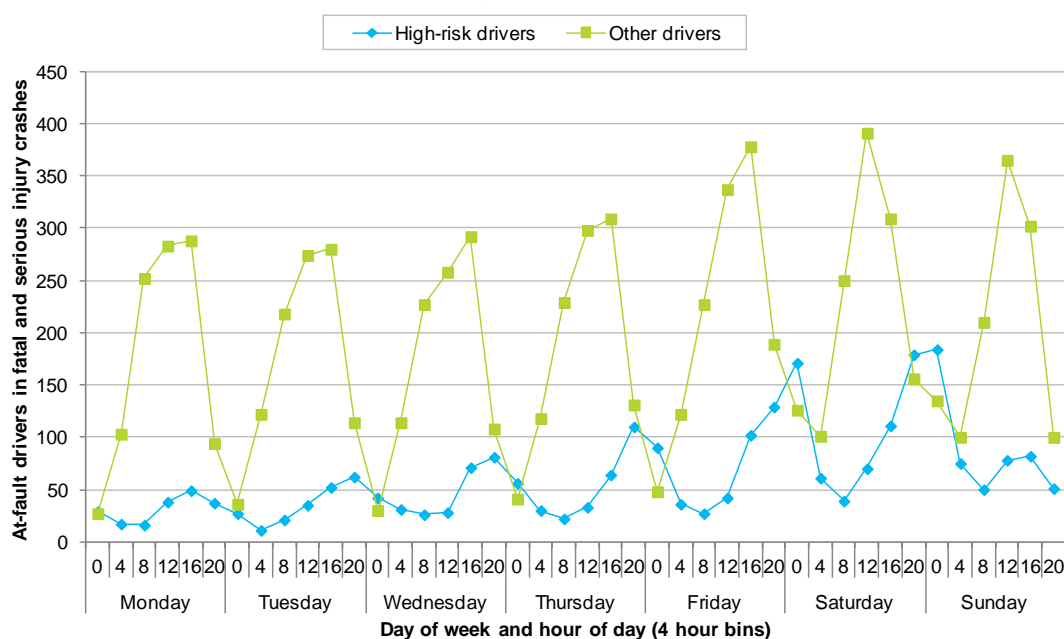
A higher proportion of high-risk driver crashes happen at night than for other at-fault drivers. Forty-two percent of high-risk driver crashes occur late at night (2200–0559). This compares to only 12% of crashes for other at-fault drivers.

High-risk drivers comprise 52% of at-fault drivers involved in late night crashes. The proportions are lower for Sunday and Monday nights.

Day of week	Day (0600–1759)			Evening (1800–2159)			Night (2200–0559)		
	High-risk drivers	Other drivers	% high risk	High-risk drivers	Other drivers	% high risk	High-risk drivers	Other drivers	% high risk
Monday	87	801	10%	45	161	22%	44	104	30%
Tuesday	89	768	10%	61	175	26%	93	92	50%
Wednesday	98	763	11%	84	178	32%	106	90	54%
Thursday	99	818	11%	80	200	29%	169	130	57%
Friday	123	875	12%	126	274	32%	281	234	55%
Saturday	176	883	17%	137	206	40%	339	269	56%
Sunday	200	819	20%	70	170	29%	58	82	41%
Total	872	5,727	13%	603	1,364	31%	1,090	1,001	52%

Note: On the day shown night is from 2200 until 0559 on the following day. A precise time is not recorded for nearly one percent of fatal and serious crashes.

At-fault drivers in fatal and serious injury crashes by day of week and hour of day (2006–2010)



Who dies or is seriously injured in high-risk driver crashes?

The following table shows who died or was seriously injured in crashes involving high-risk drivers in the five years from 2006 to 2010.

Casualty age	At-fault high risk driver	Passenger with at-fault high risk driver	Other road user
Under 15	46	75	31
15–19	333	339	82
20–24	430	186	70
25–29	239	84	44
30–34	205	37	31
35–39	191	39	38
40–44	149	31	44
45–49	111	19	46
50–54	75	14	31
55–59	55	7	39
60+	42	11	65
unknown	8	58	25
Total	1,884	900	546

Well over half (57%) of the deaths and serious injuries in these crashes are the high-risk drivers themselves. A further 27% are passengers with high-risk drivers. The remaining 16% of deaths and serious injuries are other road users involved in the crash.

Where do high-risk drivers crash (fatal and serious injury crashes)?

For all at-fault drivers, the majority of fatal and serious crashes occur on the open road (53% for high-risk drivers and 57% for other at-fault drivers). A lower proportion of high-risk driver crashes are on open road State highways (25%) than other at-fault driver crashes (34%).

Crash location	High-risk drivers	% of high-risk drivers	Other drivers	% of other drivers
Urban road	1,209	47%	3,507	43%
Open road State highway	634	25%	2,810	34%
Other open road	744	29%	1,839	23%
Total	2,587	100%	8,156	100%

For high-risk drivers, 64% of fatal and serious injury crashes are single vehicle crashes. High-risk drivers comprise 35% of all at-fault drivers in single vehicle fatal and serious injury crashes. This becomes more pronounced in urban areas where the equivalent figure is 49%.

Crash location	Crash type	High-risk drivers	Other drivers	% that are high risk
Urban road	Single-vehicle	659	698	49%
	Other	550	2,809	16%
Open road	Single-vehicle	993	2,360	30%
	Other	385	2,289	14%
Total	Single-vehicle	1,652	3,058	35%
	Other	935	5,098	15%

Note: 'Other' includes crashes with multiple vehicles or with at least one road user outside the vehicle driven by the at-fault driver.

Forty percent of the high-risk driver single-vehicle crashes happen in urban areas, compared to only 23% of other driver single-vehicle crashes.

Between 2006 and 2010, 1,510 people died or were seriously injured in urban crashes involving an at-fault high-risk driver. This compares to 1,820 people killed or seriously injured in open road crashes involving an at-fault high-risk driver.

The following table shows who died or was seriously injured in urban crashes involving high-risk drivers in the five years from 2006 to 2010.

Casualty age	At-fault high-risk driver	Passenger with at-fault high risk driver	Other road user
Under 15	17	28	19
15–19	178	148	50
20–24	201	97	42
25–29	119	36	24
30–34	90	18	16
35–39	73	15	23
40–44	48	5	25
45–49	26	7	21
50–54	25	4	16
55–59	14	1	19
60+	17	7	33
unknown	3	35	10
Total	811	401	298

Urban/open road differences may be related in part to regional differences. The table below and the maps on the following pages show regional breakdowns.

The table below shows the regional breakdown of fatal and serious injury crashes with at-fault high-risk drivers. This is further broken down into crashes on urban and open roads. This information is also displayed on the maps on the following pages.

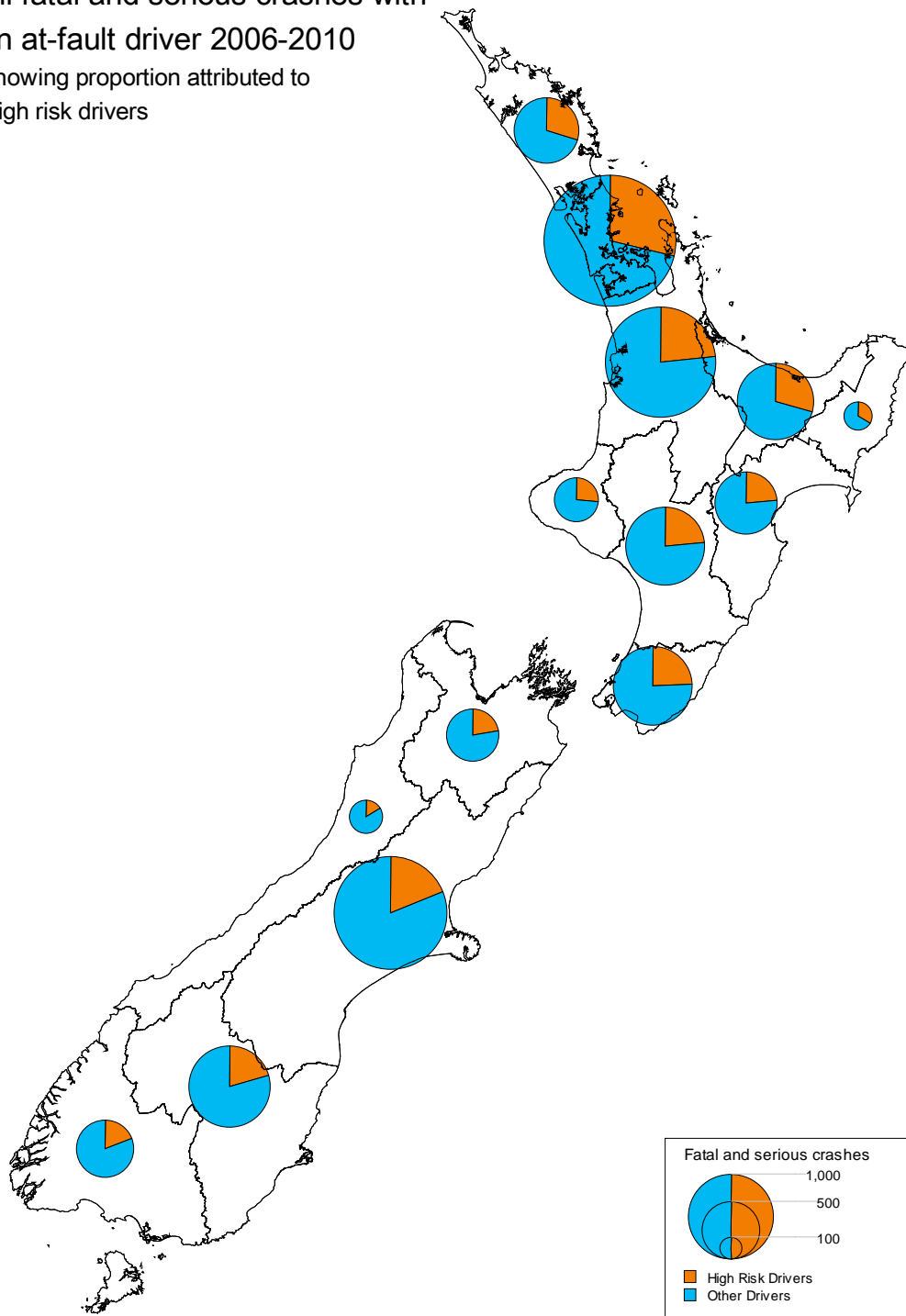
Region	At-fault drivers in fatal and serious injury crashes			Fatal and serious injury crashes with high-risk drivers at fault			
	High-risk drivers	Other drivers	% high risk	Urban	State highway open road	Other open road	% open road
Northland	174	415	30%	32	63	79	82%
Auckland	572	1,422	29%	409	72	91	28%
Waikato	331	1,094	23%	99	108	124	70%
Bay of Plenty	221	533	29%	97	60	64	56%
Gisborne	44	87	34%	12	19	13	73%
Hawke's Bay	126	415	23%	43	37	46	66%
Taranaki	77	217	26%	25	25	27	68%
Manawatu/Wanganui	185	609	23%	67	53	65	64%
Wellington	199	623	24%	118	37	44	41%
Nelson/Marlborough	89	313	22%	29	34	26	67%
West Coast	30	158	16%	4	15	11	87%
Canterbury	281	1,222	19%	152	49	80	46%
Otago	168	659	20%	84	39	45	50%
Southland	90	389	19%	38	23	29	58%
New Zealand	2,587	8,156	24%	1,209	634	744	53%

The first of the following maps shows the regional distribution of fatal and serious crashes with an at-fault driver, and the proportion that involve a high-risk driver. The size of each pie is proportional to the number of crashes in the region. The sizes of the pie segments indicate the proportion of crashes that have a high-risk driver at fault. Generally this proportion is higher in the North Island than in the South Island, and is particularly high in the north and east of the North Island.

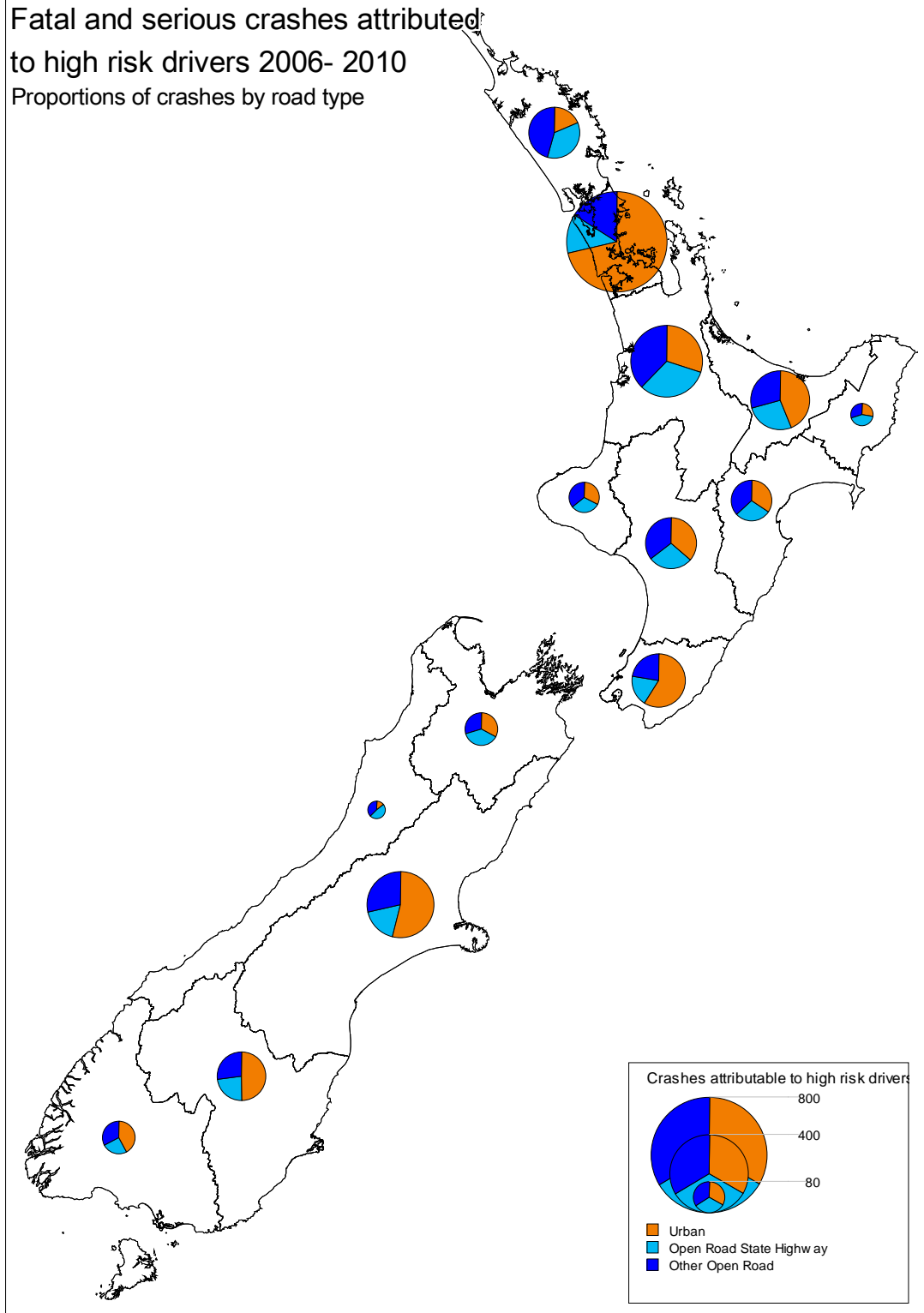
The second map shows the urban/open road breakdown for fatal and serious injury crashes involving high-risk drivers by region. On this map the pie size indicates the number of fatal and serious injury crashes with an at-fault high-risk driver. The pie segments show the urban/open road split for these crashes. In the regions that are dominated by large cities, such as Auckland and to a lesser degree Wellington, a higher proportion of crashes occur on urban roads.

All fatal and serious crashes with
an at-fault driver 2006-2010

Showing proportion attributed to
high risk drivers



Fatal and serious crashes attributed
to high risk drivers 2006- 2010
Proportions of crashes by road type



Definitions

An **at-fault** driver is defined in the Crash Analysis System (CAS) as the driver deemed to have the primary responsibility for a crash. This is based on the crash movements and cause factors assigned in CAS. It is not based on legal liability or court conviction.

Demerit points by speed band:

20 demerits - Exceeding speed limit by 11–20 km/h

35 demerits - Exceeding speed limit by 21–30 km/h

40 demerits - Exceeding speed limit by 31–35 km/h

50 demerits - Exceeding speed limit by 36 km/h or more

Demerit points do not apply to offences detected by speed cameras.

In this report **high-risk** drivers comprise:

- unlicensed and disqualified drivers (including drivers who are forbidden to drive or who have an expired licence or the wrong licence class for the vehicle being driven)
- drivers identified as evading enforcement or racing or showing off at the time of the crash
- drivers with a blood alcohol level of at least fifty percent over the adult legal limit (i.e. 120 mg/100 ml)
- repeat alcohol offenders, specifically drivers in alcohol-related crashes who have at least one prior alcohol conviction in the previous 5 years
- repeat speed offenders, specifically drivers in speed-related crashes who have at least two prior speeding offences in the previous 5 years, with at least one involving 35 or more demerit points (excludes all speed camera offences).

Speed camera offences do not attract demerit points so are not recorded on the driver licence register. For this reason, speed camera offences have not been included in the definition of repeat speed offenders.

“Evading enforcement” is the terminology used in the crash analysis system when drivers are fleeing from police.

These categories of high-risk driver are based on those set out in *Safer Journeys*. However, the detailed criteria used here are based on the data sources which are readily available to the Ministry. The categories in this report also include evading enforcement as a high risk behaviour.