

Attachment 1.

Q1. Figures on the number of overseas converted driver licences issued for the longest period possible.

Total number of applicants granted an application for an overseas conversion from 1 January 2003 to 31 December 2017: **539,124**

Please note that some applicants may already hold a NZ drivers licence, but may choose to convert a class from an overseas licence. For example, a NZ Class 1 (a car licence) full licence is held, and the applicants converts an overseas licence for a Class 6 (a motorcycle licence).

Q3. Suspended or revoked licences for the same subject and period.

Of the 539,124 applicants granted an application for an overseas conversion from 1 January 2003 to 31 December 2017, the following number of applicants were revoked, suspended or disqualified, on or after the grant date of their overseas conversion application (regardless of class or stage).

Revoked: **352**

Disqualified (including partial and indefinite disqualifications) or suspended due to demerit points: **13,403**

28 -day roadside suspension: **6,418**

Please note that applicants may appear in more than one status.

About the data:

The data was extracted from the Driver Licence Register (DLR) and is current as at 23 January 2018.

The data is limited to overseas conversion applications granted from 1 January 2003 to 31 December 2017, regardless of the application create date.

Revocations, disqualifications and suspensions are limited to start dates on or after the grant date of the overseas conversion application, and less than 1 January 2018.

A driver licence holder can have their licence, a class/stage, or an endorsement revoked. Most revocations are recorded due to medical reasons, but revocations can also be recorded against an endorsement by a commercial licence adjudicator.

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Q2. Figures on the number of people holding a converted driver's licence and being involved in an accident, fatal or otherwise, for the same period.

Drivers in injury crashes who have ever had an overseas conversion							
Year	Fault or part fault			No fault			Total
	Fatal	Serious injury	Minor injury	Fatal	Serious injury	Minor injury	
2003	2	6	55	1	6	34	104
2004	2	27	154	1	11	95	290
2005	7	41	220	0	19	198	485
2006	6	55	259	6	35	224	585
2007	8	64	338	0	28	278	716
2008	11	51	352	5	37	312	768
2009	14	77	373	11	47	368	890
2010	9	73	447	5	34	364	932
2011	6	58	454	4	38	362	922
2012	4	75	488	4	47	391	1,009
2013	11	96	468	10	60	444	1,089
2014	12	100	489	8	69	391	1,069
2015	20	97	568	7	82	507	1,281
2016	15	139	634	15	96	577	1,476
2017	17	141	716	24	118	679	1,695
Total	144	1,100	6,015	101	727	5,224	13,311

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Total number of drivers involved in injury crashes				
Year	Injury severity			Total
	Fatal	Serious injury	Minor injury	
2003	622	2,993	13,266	16,881
2004	587	2,978	12,936	16,501
2005	534	3,106	13,604	17,244
2006	545	3,204	14,096	17,845
2007	559	3,130	15,512	19,201
2008	472	2,996	14,913	18,381
2009	509	2,887	14,171	17,567
2010	504	2,635	13,724	16,863
2011	386	2,455	12,353	15,194
2012	401	2,459	11,855	14,715
2013	373	2,345	11,855	14,573
2014	395	2,486	10,757	13,638
2015	444	2,645	12,268	15,357
2016	462	2,986	12,109	15,557
2017	498	3,398	13,023	16,919
Total	7,291	42,703	196,442	246,436

About the data:

Driver data

Driver data comes from the Driver Licence Register (DLR) and is current as of 25 January 2018.

Data includes drivers who have ever had any overseas conversion for any class since 1 January 2003, even if converted class was not relevant to the crash.

Drivers who have had a conversion before 2003 are excluded, therefore crash data for earlier years comes from a smaller pool of drivers than later crash years.

Drivers who have had multiple crashes appear multiple times in the table.

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Crash data

Crash data is from the road traffic crash database; Crash Analysis System (CAS).

Data is limited to police reported crashes since 1 January 2003 as of 26 January 2018.

Traffic crash data covers all NZ roadways or places where the public have legal access with a motor vehicle.

Due to the nature of non-fatal crashes it is believed that these are under-reported, with the level of under-reporting decreasing with the severity of the crash.

Due to the police reporting time frame and subsequent data processing there is a lag of approximately three months from the time of a crash to full and correct crash records within CAS. Therefore, 2017 data is incomplete.

Driver licence numbers are not always captured in CAS and are also subject to data entry errors.

A driver is at fault or part fault if they at fault in a single vehicle crash, or prime or part fault in a multiple vehicle crash.

Fault is based on crash movements and crash cause factors assigned in CAS. It is not based on legal liability or court conviction.

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