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The Effect of New Law on Traffic Violations on Deterrence and Reducing Traffic Accidents and Violations (Case: City of Tehran)

Seyed Mojtaba Abroodi*
Master in Public Law, South Tehran Branch, Islamic Azad University, Tehran, Iran
Seyed Saeid Kashfi
Assistant Professor, Department of Traffic Operations, Amin University of Police Sciences, Tehran, Iran
Seyed Teymoor Hosseini
Assistant Professor, Department of Traffic Transport, Amin University of Police Sciences, Tehran, Iran

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Abstract: Driving without observance of driving laws and regulations threatens the order and safety of any society and disrupts the comfort of the people of that society. According to the new law on defamation and 289 percent increase in violations in 2016 compared to 2010, the purpose of this study is to investigate the deterrent effect of the new law on the investigation of violations of accidents and offenses in Tehran. In terms of purpose, this research is applied and analytical-descriptive survey type in terms of method. To collect the research data, a researcher-made questionnaire with a main hypothesis and three sub-hypotheses with 43 items was used and distributed among the statistical community that is the same as the heads of the 26th districts of Tehran police corridor and after completing the questionnaire by SPSS software and PLS and the T-test and Friedman tests have been analyzed. The results indicate that there is a positive and significant effect on accidents and violations at 99% confidence level, between severity, prudence or certainty, and the speed of new law enforcement and deterrence. The results also show that immediate treatment and severe punishment such as record keeping, vehicle seizure and the use of additional penalties, social exclusion, dismissal of liability in specific cases, etc. have a positive and significant effect on deterrence of violations and accidents. Increasing smart systems for recording road violations affects preventing violations and accidents, and reducing violations. It was also found that equipping the police with the appropriate equipment to accelerate the handling of incident violations had a significant positive effect on the deterrence of violations and accidents. Declaring driving disqualifications by judicial authorities and controlling them by specific means is effective in deterring offenses.

Keywords: New law for dealing with infringements, deterrence, accidents, violations, severity, speed, and certainty
JEL Classification: C52, E61, K00, L91

* Corresponding author: mojtabaabrodi@gmail.com

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1- Introduction

Today, neglecting traffic laws and regulations is a major problem in all societies, because it causes energy waste, wasting time, environmental pollution, psychological disturbances, accidents, mortality and financial and physical damage (Mirfardi et al., 2014). Road accidents are the ninth cause of mortality and statistics indicate an increasing number of road accidents and deaths from them in the world. Predicted by continuing the current trend, 6 million people will die and 60 million injured only in developing countries in the next 10 years. Over the past years, the World Health Organization has always reminded the importance of road safety and urged members to work on preventing road traffic injuries, but traffic accidents remain a global concern. As from 2003 onwards, the United Nations, issuing various resolutions and finally at the sixtieth session of the General Assembly in 2008, by resolution 244/62, urged member states to pay attention to WHO recommendations in preventing injuries from traffic accidents and increasing the safety of roads (Jafari, et al., 2013). The Transportation Research Institute said in a report that over the past 10 years, 250,000 people were killed or injured in traffic accidents. Over the same period, 2.5 million households have lost their income directly or have incurred the costs of caring for injured or disabled people. It is noteworthy that in 2006, 27755 deaths and more than 50 thousand people injured announced due to road accidents in Iran, which is more than the number of casualties caused by the Bam earthquake (Moradi et al., 2012).

Today, despite the changes that have been made in the promotion of vehicle safety, unfortunately, some users' wrong behaviors cause traffic jams to lead to inconvenient driving accidents; therefore, a comprehensive and impede law in this area is urgently needed. Accordingly, with a look at the growth of driving accidents in the years leading up to 2010 in Iran, the inadequacy of the traffic laws and regulations existing in those years was felt, in order to update traffic laws, The Penal Code was approved in March 2010 and came into force in 2011. The law is based on the need of the day, with the aim of influencing the improvement of the status of traffic discipline, the growth of traffic culture and, finally, the reduction of accidents and casualties affected by it (Mehrayi & Gholizadeh, 2010).

Driving violations are ones that have irreparable financial and human consequences, and annually, people and society pay a lot of money. Legislative behavior in dealing with infringements and driving offenses has a significant influence on their control. On the other hand, it should be noted that traffic accidents are one of the most important factors of mortality and severe physical and financial harm and its social and economic consequences threaten strongly human societies. The importance of conducting this research reduces violations and, consequently, reduces accidents, increases the security of traffic in the community, reduces the cost of the economy, reduces air pollution and improves the traffic culture. The necessity of doing research is that ignoring this research leads to increased traffic offenses; as a result of increased accidents, creating more disorder in the community, increasing fuel consumption, increasing air pollution, lowering the threshold of

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tolerance, and reducing the importance of the enforcement of laws and regulation.

In previous studies, less attention has been paid to the issue of deterrence of violations of law. Therefore, in thus article in order to deter this law, one main objective is to determine the effect of deterrence of the new law on traffic offenses on accidents and offenses and three sub-targets: 1. Determining the impact of the new law on infringements on the amount of violations and accidents 2. Determining the impact of the speed of the new law on dealing with violations on the amount of violations and accidents. 3. Determining the impact of the new law on the handling of violations on the amount of violations and accidents in Iranian year 1395.

2- Literature Review

a) Foreign Researches

Jiang et al., (2014) examined formal and informal control views in China, the United States and Japan and argued that Japanese and Chinese respondents, in contrast to American respondents, have assessed formal and informal controls and their combination in crime control. The variable of trust in the police is one of the predictors of the attitude to official control and the combination of formal and informal control in the three countries.

Khoza & Potgiete (2005) studied driving behavior. The data were analyzed using ANOVA and Chi-square Pearson. Findings show that gender is an important predictor of deviant driving behavior. Male respondents reported the highest score in terms of aggressive driving behavior and women had the highest score from driving behavior with anxiety. Racial differences also exist in relation to deviant driving behavior. There is no significant difference between the aggressive and anxious driving behavior and formal driving instruction. The data provide a new definition of learner and driver training and testing, and driving institutions are highly effective in reducing road deaths.

Glendon (2007) examined the importance of formal and informal crime control in the United States and India. Formal crime control relies on the law and official government agencies to deter criminal actions and to respond to criminal activity. Informal crime control relies on moral and social institutions (e.g., family, peers, and neighbors) to promote lawful behavior. Using the data collected from 928 college students, the study found that the Indian and U.S. respondents differed on most of the formal and informal control measures. Overall, the Indian respondents were more likely to rank informal control as more important than were their U.S. counterparts. Although there were differences, both groups of respondents shared similar views on the importance of both forms of crime control and held that family was the most important form of crime control.

b) Iranian Researches

Varvayi & Fattahi (2012) examined the role of preventive drivers in complying with driving laws and regulations. The results showed that although the new law to deal with violations of the previous laws paid more attention to the non-criminal prevention section of driving violations, the more focus and power of the legislator on criminal prevention of driving violations and also in the area of increasing crime severity have been. In addition, one of the results of the research, which can have a major impact on the advancement of criminal policy objectives, is to increase the certainty and speed of

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punishment through the development of smart tools.

Khosravi & Bagheri (2013) explained the role and position of traffic laws and regulations in civil rights. This study was carried out in a documentary manner. To collect data, existing documents and interviewing experts in the field of study were used. The results of this study indicate that the rules of traffic guidance and traffic discipline are the ultimate goal of guaranteeing citizenship rights. In addition, driving laws and regulations do not mean the violation of citizenship rights, but it guarantees citizens' rights to each other and society, beyond individuality in the community, which if confronted with it, in fact, the rights of others will be damaged or it will cost a lot to society.

Soori et al., (2012) investigated comments on the new law on driving traffic violations in the country. In this study, 801 people, including 241 experts and transport specialist and 560 private and public vehicle drivers, were examined. According to the people surveyed, the most important advantage of the new law and the highest impact, respectively, is the increase in the amount of fines, the inclusion of negative points and the seizure of the car due to two simultaneous accidental abuses. With regard to adaptation of the amount of fines by income, 70.9 percent of experts described it as incompatible. 75.9 percent of experts 66.8 percent of drivers had high and average satisfaction with new traffic rules. There was a significant negative correlation between the amount of fines and the level of satisfaction with new traffic rules. In addition, there was a significant negative relationship between reducing driving violations and satisfaction with new rules.

3- Theoretical Background

Violation is a behavior in which traffic laws and regulations are violated. Driving violations are categorized into explicit and implicit categories. Driving violations is an important social issue and should always seek the root of the offensive driving and its offenses in the person's psychological and personality traits. The basis and rate of normal behavior of the abusive behavior (driving violations) in traffic is the relevant rules. Therefore, if the actions and behaviors of a person are in accordance with the laws and regulations, the normal and normal behavior of the traffic is presented and otherwise committed the violation. The situation of driving violations in our country is very unfavorable, in the year 2006; the police registered and exported more than 51,000,000 fine fines for apparent driving violations (Ghanbari & Hosseinzadeh, 2014).

Considering the importance of the issue of traffic violations and traffic accidents, new and important steps have been taken in recent years, including the implementation of the rules on the use of seat belts and helmets, the implementation of specific traffic laws and educational programs produced and distributed by mass media. One of the most important traffic police efforts to reduce accidents and driving violations was the adoption of the new traffic law. The most important part of this law is the increase in the amount of fines, the negative rating for certification and the impact of factors such as infrastructure in the event of accidents (Mafi et al, 2015). One of the benefits of this law is the increase in deterrence in penalties, which is further discussed in relation to deterrence.

Inhibition is lexically means of preventing someone from taking something

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or something. Inhibition consists of threats that may reduce the offender's criminal motive by changing his way of thinking through the visualization of the outcomes of the underlying realization of that motive. Many individuals who are tempted to commit a criminal offense are discouraged from doing so because the pleasures that may be obtained by doing so will be blamed and thwarted by the unfortunate consequence of the legal punishment. The theory of intimidation is based on this fundamental assumption that potential offenders, like all citizens, are computational actors. This theory, through changes in the costs and benefits of crime, seeks to turn crime into an unattractive option for the perpetrator (Javan Jafari et al, 2016). The deterrence has two types: special and general. Specific deterrence deals with the fact that punishment reduces the amount of offenses committed by certain individuals who are punished. Therefore, the perpetrator's punishment should reduce the probability of further offense by the person. In the theory of general deterrence, it is also argued that punishment can prevent the commission of crime among unpunished people. For example, consider a few people arrested and punished by robbery of the shop, their punishment may stop others from stealing (Ghodsi & Meyabadi, 2015).

The Mechanisms of Deterrence Theory Are:

Certainty of punishment: This means the relationship between the amount of arrest or conviction and the amount of offense committed. As certainty is stronger, the amount of delinquency is also reduced. Nevertheless, the reduction in crime rates may depend on something other than intimidation. On the other hand, the high level of delinquency causes the penal system to be obstructed and, ultimately, the reduction of certainty of punishment. In theory, there is still no convincing argument about the relationship between punishment and severity of crime. Therefore, research in this regard is focused on the effect of general deterrence, that is, delinquency is reduced because people are susceptible to the threat of punishment (Ebrahimi, 2008).

The speed of the execution of punishment: According to the deterrent theory, if it requires punishment as an effective barrier to crime, then this criminal institution should not have a short-lived offense in time, because otherwise, the thought of crime and punishment will be in the minds of the weaknesses and the link between the two will not be perceived. Therefore, the process of prosecution that leads to the interruption of the crime and punishment will not only eliminate the role of intimidation of punishment, but it will also encourage delinquency (Dadban & Aghayi, 2009).

Intensity: One of the other variables that can be effective in intimidation and inhibition is the intensity of punishment. Intensity is usually a factor that comes to mind at first sight; therefore, the founders of deterrence theory consider severe punishment as essential to the realization of deterrence. The idea behind the severity of punishment is that there is a negative relationship between the severity of the punishment and the amount of crime, that is, the higher the severity of the punishment, the reduction in the amount of the crime, and the greater the severity of the crime, we increase the crime rate. Often, legislators consider three issues with respect to the severity of punishments, and through them, they pursue a rigorous policy towards the perpetrators. These three issues are the

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types of punishments, their amount, and the aggravating qualities (Mirzayi Moghadam, 2010).

4- Research Method

The present study is of a descriptive-survey type, and analytical-descriptive of survey type in terms of purpose. Using library studies, field studies, documents and previous researches, the study aims to identify and enforce the law on driving offenses on urban economy and management and to reduce violations and accidents. In this study, in order to investigate changes in the behavior of drivers in Iran, the statistics were used in the database of violations and accidents of traffic police of Tehran. To analyze information about driver behavior change, inferential and descriptive analyzes are used. To investigate the adequacy of the severity, speed and certainty of the application of the new law on the deterrence of offenders, using a researcher-made questionnaire have been used with the help of the experts of guidance and driving. The statistical population of this research is the heads of the 26 areas of traffic police of Tehran. The sample of this study is based on the statistical population of the study population by the census method. Discriminant validity has been used. In this sense, the markers of each structure eventually provide a good separation in terms of measurements than other structures of the model. Simply put, each marker only measures its structure and their composition is in such a way that all structures are well separated from each other. With the help of the mean of variance extracted, it was determined that all the studied structures had the mean of extracted variance higher than 0.5. Combined reliability indices (CR) and Cronbach's alpha were used to test the reliability of the questionnaire. The reliability of these indicators was higher than 0.7. All of these coefficients are above 0.7, indicating the reliability of the measuring instrument.

Table1. Validity and Reliability Indicators

Variables	AVE	CR	Cronbach's Alpha
The severity of the implementation of the new law on traffic offenses	0.590	0.884	0.856
The speed of the implementation of the new traffic law enforcement law	0.520	0.798	0.710
The certainty of the implementation of the new law on traffic violations	0.570	0.866	0.835
Inhibition of violations and accidents	0.537	0.908	0.893

5- Results

In order to answer the research question, namely, "the new law to investigate violations has a significant effect on the number of accidents and offenses," one-sample t-test has been used. As indicated in Table 2, the level of significance (sig) of 0.000 was obtained and according to the obtained t level, it can be concluded that there is a significant difference at $\alpha = 0/01$ between the theoretical mean (3) with empirical means. Therefore, given the fact that the experimental means are higher than the theoretical one, it can be admitted that the new law of handling violations has a significant effect on the reduction and reversal of accidents and offenses.

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Table2. Results of t-tests on the effect of the new law on dealing with violations on the number of accidents and violations from the point of view of the heads of the 26 areas of traffic police of Tehran in 1395

	Mean	SD	Df	t	Sig
The extent of the impact of the new law on infringements on the number of accidents and violations	4.017	0.36	23	13.862	0.000

In order to answer the research question, "has the severity of the new law to handle violations significant effect on the number of accidents and violations?" one-sample t-test has been used. As indicated in the table below, the level of obtained significance (sig) of 0,000 and according to the amount of t obtained, it can be concluded that there is a significant difference between the theoretical mean (3) and the experimental means at the level of $\alpha = 0.01$. Therefore, given that the experimental means are higher than the theoretical one, it can be admitted that the severity of the new law to deal with violations has a significant effect on the reduction and deterrence of accidents and offenses.

Table3. Results of t-test on the extent of the severity of the new law for dealing with violations on the number of accidents and offenses from the viewpoint of the heads of the 26 areas of traffic police of Tehran in 1395

	Mean	SD	Df	t	Sig
The severity of the new law for dealing with violations on the number of accidents and violations	3.948	0.46	23	10.186	0.000

In order to answer the research question, namely, "the speed of the new law to handle violations has a significant effect on the number of accidents and violations," the t-test has been used. As indicated in Table 4, the level of obtained significance (sig) of 0,000 and according to the amount of t obtained, it can be concluded that there is a significant difference at the level of $\alpha = 0.01$ between the theoretical mean (3) and the experimental means. Therefore, given the fact that the experimental means are higher than the theoretical one, it can be admitted that the speed of the new law to deal with violations has a significant effect on the reduction and deterrence of accidents and violations.

Table4. Results of t-test on the speed of new law enforcement of violations on the number of accidents and violations from the viewpoint of the heads of the 26 areas of traffic police of Tehran in 1395

	Mean	SD	Df	t	Sig
The speed of new law enforcement of violations on the number of accidents and violations	4.128	0.38	23	14.186	0.000

In order to answer the research question, namely, "the certainty of the new law to handle violations has a significant effect on the number of accidents and violations? ", the t-test has been used. As shown in Table 5, the level of obtained significance (sig) of 0.000 and according to the amount of t, it can be

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concluded that there is a significant difference at the level of α = 0.01 between the theoretical mean (3) and the experimental means. Therefore, considering that the experimental means are higher than the theoretical one, it can be admitted that the certainty of the new law to deal with violations has a significant effect on the reduction and deterrence of accidents and offenses**.**

Table5. T test results on the degree of certainty of the new law on the handling of violations on the number of accidents and violations from the point of view of the heads of the 26 areas of traffic police of Tehran in 1395

	Mean	SD	Df	t	Sig
Certainty of the new law on the handling of violations on the number of accidents and violations	3.984	0.45	23	10.733	0.000

In the following, the method used in this study to analyze the data is based on variance and the equations are known as one of the methods for its analysis, called partial least squares (PLS). This method, in contrast to the modeling of covariance-based structural equations, instead of reproducing the empirical covariance matrix, focuses on maximizing the variance of dependent variables described by an independent variable. A partial least squares model, like all methods of structural equation modeling, includes a structural component that reflects the relationships between hidden variables and a measuring component that represents how the hidden variables and its components are associated. This method also has a third part, which is a weighting relationship used to estimate the factor loads of hidden variables. The PLS method covers three parts of the structural equation model for evaluating the measurement models:

1. The section on measuring models
2. Structural part
3. General section of the model

In this method, the fitting assessment criteria of the model are described in Table 6.

Table6. Model fit assessment criteria

Model fit assessment criteria	Criteria
Fit measurement models	Reliability
	Convergent Validity
	Divergent Validity
	Load factor
Fit the structural model	t-value
	R^2
	Q^2
	Redundancy
Fit the general model	GOF

The most basic measure of the relationship between the variable in the model (structural part) is t significant number. If the value of these numbers is greater than 1.96, it indicates the correctness of the relationship between the variables and confirms the research hypotheses at the confidence level of 0.95. Of course, it should be noted that the numbers only show the correctness of the relationship,

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and the severity of the relationship between the variables cannot be measured.

Path coefficient: The path coefficients between the variables must be evaluated based on their algebraic sign, their value and their significance. Each path coefficient in PLS structural model can be considered as a standard beta coefficient of ordinary least squares regressions.

The path coefficient should be considered in terms of sign, magnitude and significance. The path coefficients represent positive effects (direct relations between two structures) of a structure on another structure, while the negative sign indicates the negative effects (inverse relationships) of a structure on another structure. In large terms, the path coefficient of the effect of a structure on another structure decreases with increasing the number of indirect path coefficients (Azar et al., 2012).

$R^{2:}$ A measure used to connect the measurement section and the structural part of the structural equation modeling and indicates the effect that an exogenous or independent variable has on an endogenous or dependent variable. One of the main advantages in partial least squares (PLS) is that this method reduces errors in measuring or increasing variances between variables and questions.

This criterion is to examine the fit of a structural model in a research, and R^2 coefficients are related to the intrinsic (dependent) hidden variables of the model. R^2 is a criterion that shows the effect of an exogenous variable and an intrinsic variable, and 3 values of 0.19, 0.32 and 0.67 are considered as criteria for weak, moderate and strong values (Chin, 1999).

In this regard, in light of the above, the general model of research on the effect of the new law on driving violations on deterrence and reducing accidents and violations is plotted in Figure 1 in the PLS software.

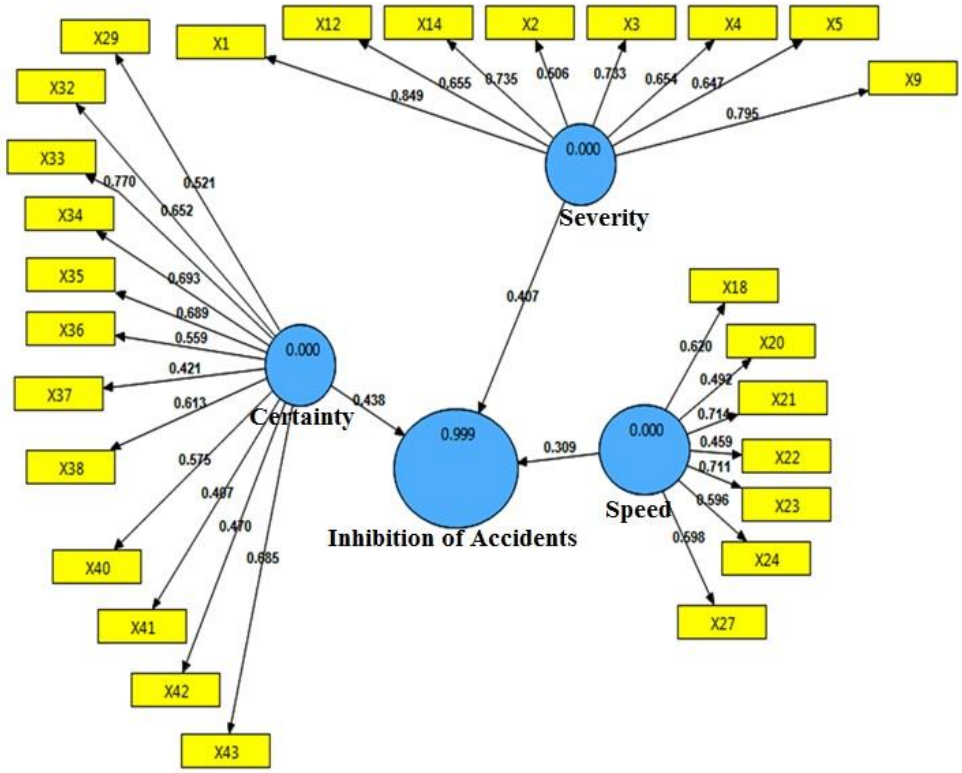


Fig1. Structural equation model in the mode of estimating path coefficients

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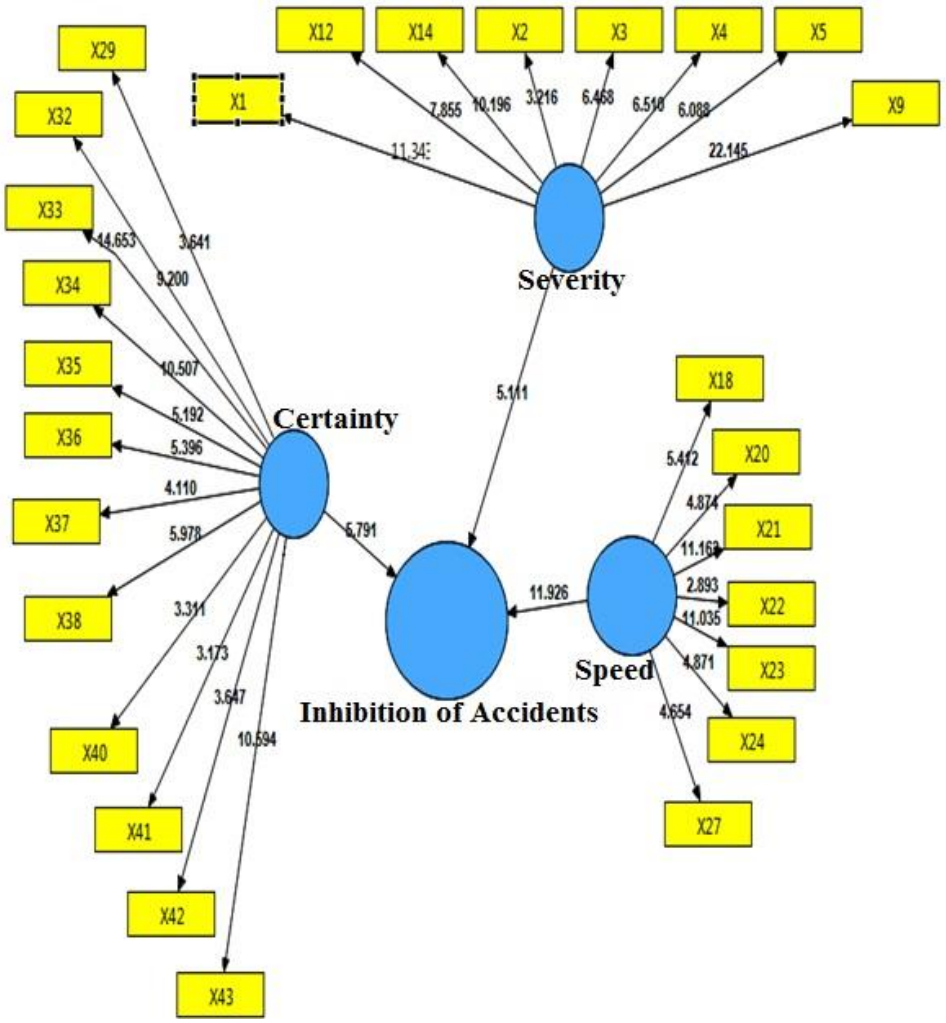


Fig 2. Structural equation model in the significance state of path coefficients and t value

According to the above diagrams, because the factor load of each marker on its structure is higher than 0.50 and the value of t corresponding to each factor load at the level of 0.01 is higher than 2.58, indicates the accuracy to measure that structure or latent trait.

In the following, in Table 7, a second-order confirmation factor analysis is performed for the measurement model, because each of the variables listed as marker.

Table7. Second-order confirmatory factor analysis for the impact of the new traffic law enforcement on deterrence and reduction of accidents and violations

Structure	Load factor	T statistic	Sig	R^2	Q^2
The severity of law	0.407	5.111	0.01	0.788	0.345
The speed of the law	0.309	11.926	0.01	0.813	0.452
Certainty of the law	0.438	5.791	0.01	0.796	0.525
AVE	0.654				
Composite reliability (ρc)	0.724				
Cronbach's alpha (α)	0.809				

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According to the results of Table 7, it was determined that t values corresponding to each factor load were more than the critical value of 2.58 at 0.01. Composite reliability and Cronbach's alpha are 0.724 and 0.809, respectively, indicating high internal consistency. The AVE value is equal to 0.654, which is more than 0.50 and therefore the convergent validity of the model is also confirmed. Regarding the coefficient of determination of R^2, it can be said that the new law on violations can significantly explain the variance of its related variables. In addition, the Q^2 value of Stone Gaysler in all variables is positive and higher than the value of 0.35, which indicates the proper quality of the measurement model.

6- Conclusion and Discussion

People are obliged to enforce the law. When there is education, information, and facilities to run in parallel, then people can be called for law enforcement. While emphasizing the role of the media and education in promoting a culture of adherence to the law, one can emphasize the important role of public officials and managers since acting on the law by these directors provides the grounds for the rule of law. If the officials and directors of each society are involved in law enforcement, advocacy and action, law becomes institutionalized. Authorities must consider the following:

1. Provide the rules in a practical and clear manner, and set up for fixing
2. Inform the rules timely to people
3. Provide the necessary interpretations and information about the rules to people and organizations at different levels
4. Provide the law enforcement order appropriately, completely and promptly
5. Legislators, themselves obey the laws, before and more than all

So following suggestions can be a boost to law enforcement:

1. In the first step, the legislator will take steps to determine the unit's management in the transport and traffic sector by performing certain legal tasks and duties that prevent multiple decisions.
2. In order to control the incidental misconduct from the place of payment of driving taxes, the tolls of vehicles, the use of modern technologies in cooperation with municipalities in the cities and the Ministry of Roads on the roads will be placed at the top priority of the traffic police.
3. The Traffic Police, with a bill to the honorable government, ask for a reduction in the payoff period from law enforcement to payment. According to the results of this study, as time of violation to punishment reduces, violation decreases.
4. To deal with violations of motorcyclists, such as crossing red lights, crossing special lines, crossing the sidewalk, and most importantly violations of plaque covering that prepares the ground for other violations, more severe penalties and to be considered, such as motorbike seizure, negative scoring, license record keeping and social exclusion.
5. With the support of traffic-related organizations, traffic police are constantly equipped with day-to-day capabilities to detect and deal with violations so that drivers always feel the risk of law enforcement in the event of a violation.
6. Given the impact of unrecognizable treating and anticipating them in the new law, those violations that are recorded by subtle inspectors will be communicated to the violators as soon as possible and

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traffic police will also use the people who are competent in this area. It is better to consider the drivers at risk and always keep their behavior under control.

7. The provisions of the new law shall be made public through mass media in order to facilitate its adoption.

8. Driving deprivations shall be communicated to the violators by the judicial authorities and received from the judicial authorities after the end of the deprivation period for obtaining a certified certificate and erasing the negative grade by judicial authorities.

9. Considering the effect of certainty in law enforcement, especially for incidental accidents, which has led to an increase in accidents, and its significant role in reducing accidents for these categories of violations, a more stringent punishment to be considered, such as holding several training courses for violators.

10. Amendments to some articles of the new law (7) principles of applying negative scores and eliminating them from driving records of the driver are defective in such a way that if a driver has a negative mark in his / her license, and he / she will change his / her license, all his / her license records will be deleted. A serious and technical revision should be made in the process of registering a negative rating in driver's records, for example (assigning a permanent license number to individuals).

11. Correcting officers' sentence in the event that they require drivers to witness the offense by the driver or are prosecuted or disciplined in Article 9 of the new law, given that some of the offenses are identified after stopping the car such as the use of alcohol, the lack of a third party insurance bill, the absence of a bill of lading or the form of a public passenger transport, a lack of a valid driving license, etc.)

12. Amendment of Paragraph B of Article 10 of the new law with regard to the silence regarding the proof of the state of drunkenness and the use of drugs and psychotropic substances, in this regard, most drivers stopped by the police after a positive test of legal action to the competent authority judges are usually acquitted and claim to receive a certificate and remove their fines.

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