Young Drivers

The road to safety

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Content of the study

- Accident analyses
- Factors explaining the high risk
- Effective countermeasures
- New measures (ITS)
- Implementation strategies
Magnitude and forecast

• Young drivers: *27%* of all driver fatalities but are only *10%* of the population in OECD countries

• For each killed young driver about *1.3 “others”* die!

• Young driver fatalities in EU will increase as a result of economic growth and motorization, in particular in former communist countries
Countries and development

![Bar chart showing average values from 2000 & 2003 (blue) and 1985 & 1990 (red) for various countries including Czech Rep., Poland, UK, Ireland, Netherlands, Norway, Sweden, Hungary, Denmark, Italy, Finland, Switzerland, Canada, Spain, USA, Austria, and New Zealand.](chart.png)
Why are these countries so different?

1. Different levels of motorization and rapid increase in motorization leads to deterioration (e.g. former eastern Germany)

2. General safety levels: countries safe for experienced drivers are also safe for novice drivers
Priority 0: Benefits from *general* road safety

- Strict drink and drug driving laws and enforcement:
  - random breath testing

- Seat belt use:
  - reminders

- Speed management:
  - Camera’s

- Vehicle design:
  - Old cars less protection

- Safe infrastructure
Contributing factors

• Biological immaturity
• Lack of experience
• Poor self assessment
• High exposure to dangerous conditions

Source: OECD (2006) young drivers: the road to safety
All youngsters equally dangerous?

The development of accidents involvement per kilometre of inexperienced drivers (18-24) relative to that of experienced drivers (35-50) in three EU countries.

All conditions equally risky?

18-25 Year-Olds Killed in Road Crashes, by Hour and Day
European Union 15 (minus Germany), 2004

Source: EU
Priority 1: Experience before solo driving

Pre-license training with higher levels of practice under supervised driving conditions

Practice makes perfect
Priority 2: Protection in solo driving

- Zero alcohol for young drivers (widely accepted)
- Restrictions on peer age passengers;
- Restrict night-time driving (more difficult to implement)

Restrictions can be lifted progressively as drivers gain experience
Priority 3: training and licensing

- Focus on self-evaluation and risk increasing factors
- Research benefits of driver training
- Improve driving test
- Key elements in test are key elements in training
Priority 4: new technology

- Explore, develop and test technology
- Monitoring of solo driving restrictions (smart key)
- Rewards and enforcement green box
- Giving useful driver support (not yet available)
Conclusions

• General safety measures first

• Accompanied driving as instrument to boost experience

• Restrictive measures: only zero alcohol in the short term

• Demerit systems too low in effects

• 18 will always be 18 (?)

• More (other?) measures needed to target young males