



YEARS Conference

12th September 2018, Brussels

Young Road Users in Germany

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German Road Safety Council (DVR)

VISION ZERO.
Keiner kommt um. Alle kommen an.

Content:

1. Facts and figures about young road users
2. Best practice measures
3. Plans and ideas for the future

1. The Situation: Accidents of Young Drivers

Age group 18-24 Years

Road crash victims: 65908
Killed in traffic: 435
Percentage of all victims: 16,5%
Percentage of all killed in traffic: 13,6%

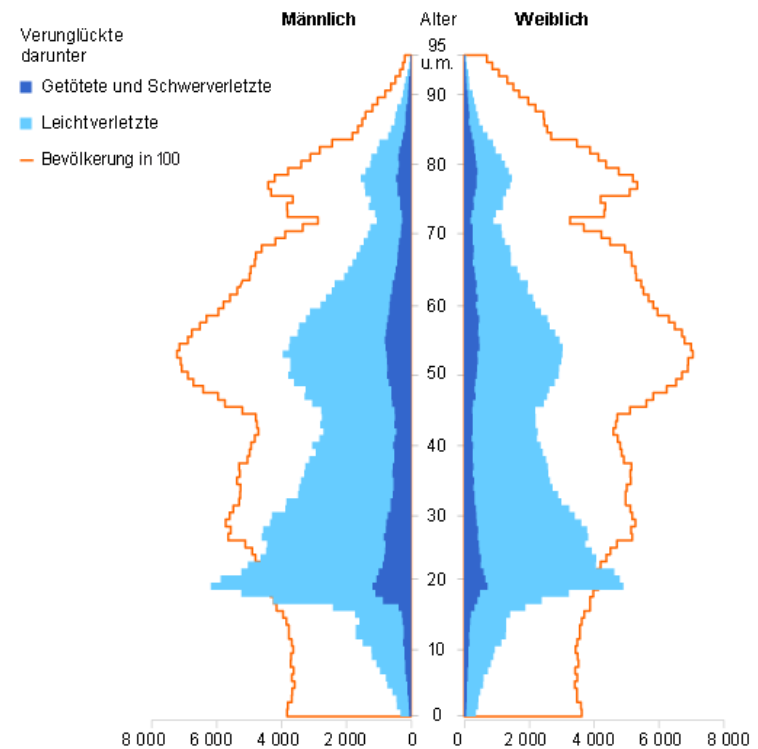
Percentage of total population 7,7%

Operating figures:

Injured per 100.000 of Age Group 1041
Killed per 1 Mio inhabitants 69

(Total population: 487 und 39)

Verunglückte bei Straßenverkehrsunfällen 2016
nach Altersjahren und Verletzungsschwere



© Statistisches Bundesamt (Destatis), 2017

Time and Hour

Disco Fever

Friday – Sunday

22 - 24 o'clock

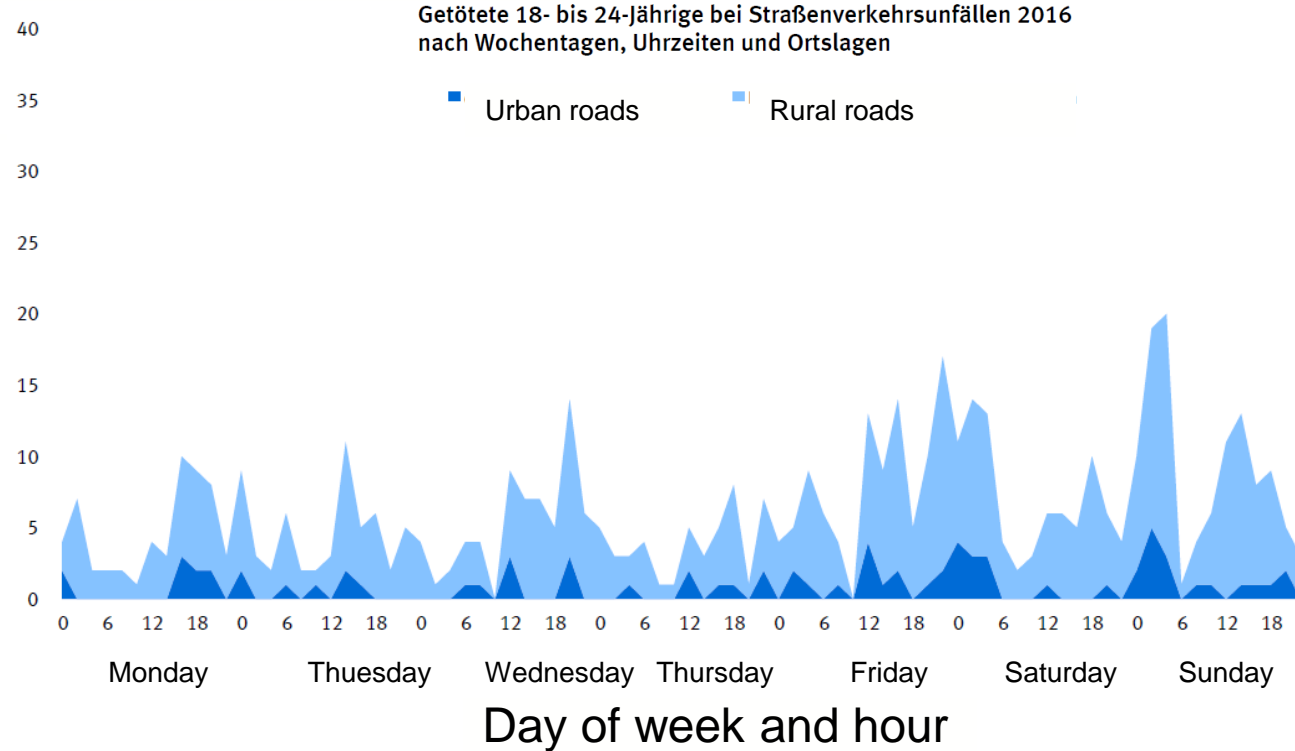
Saturday + Sunday

0 – 7 o'clock

Percentage of Killed:

→ 20,7 % (2015 – 19,7%;

→ other age groups 6,5%)

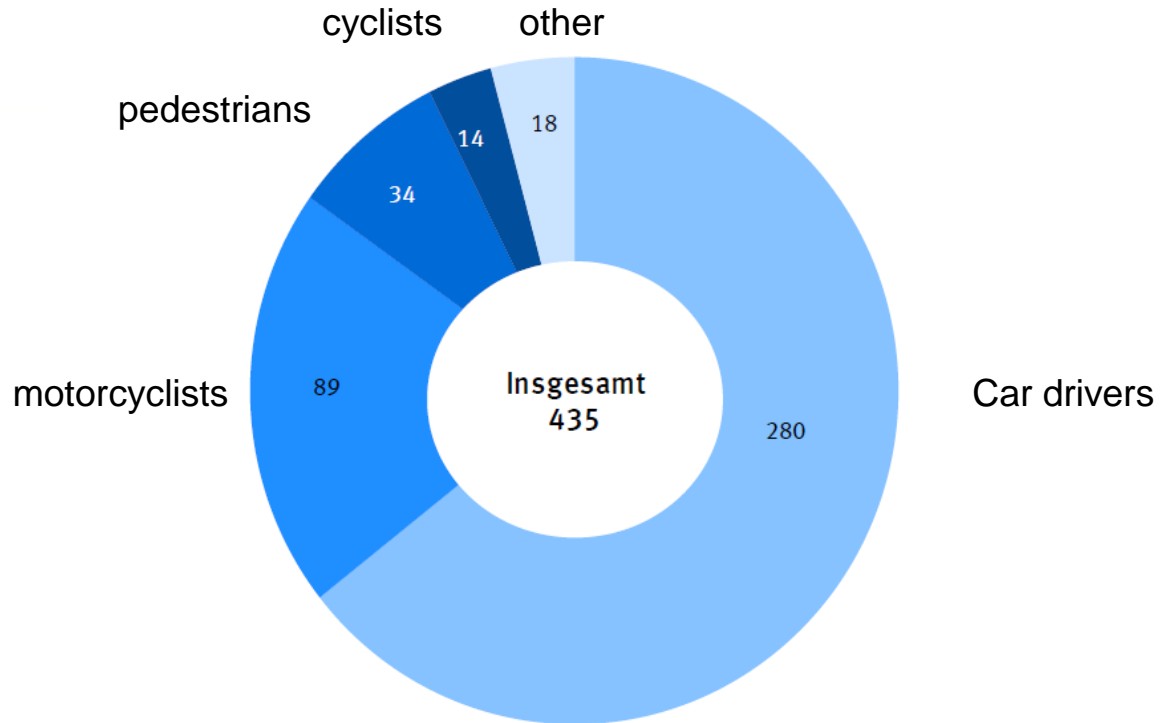


Destatis Verkehrsunfälle 18 bis 24 –Jährige im Straßenverkehr 2016, S.11

Causes of accidents

Road Participation

Killed Road Users



Majority: Car drivers

Increasing Problem:
Motorbikes!

2013→ 2016:

+30% Driving Licences A1

2015→ 2016

+53% 17 yrs old motorcyclists
killed

Destatis Verkehrsunfälle 18 bis 24 –Jährige im Straßenverkehr 2016, S.9

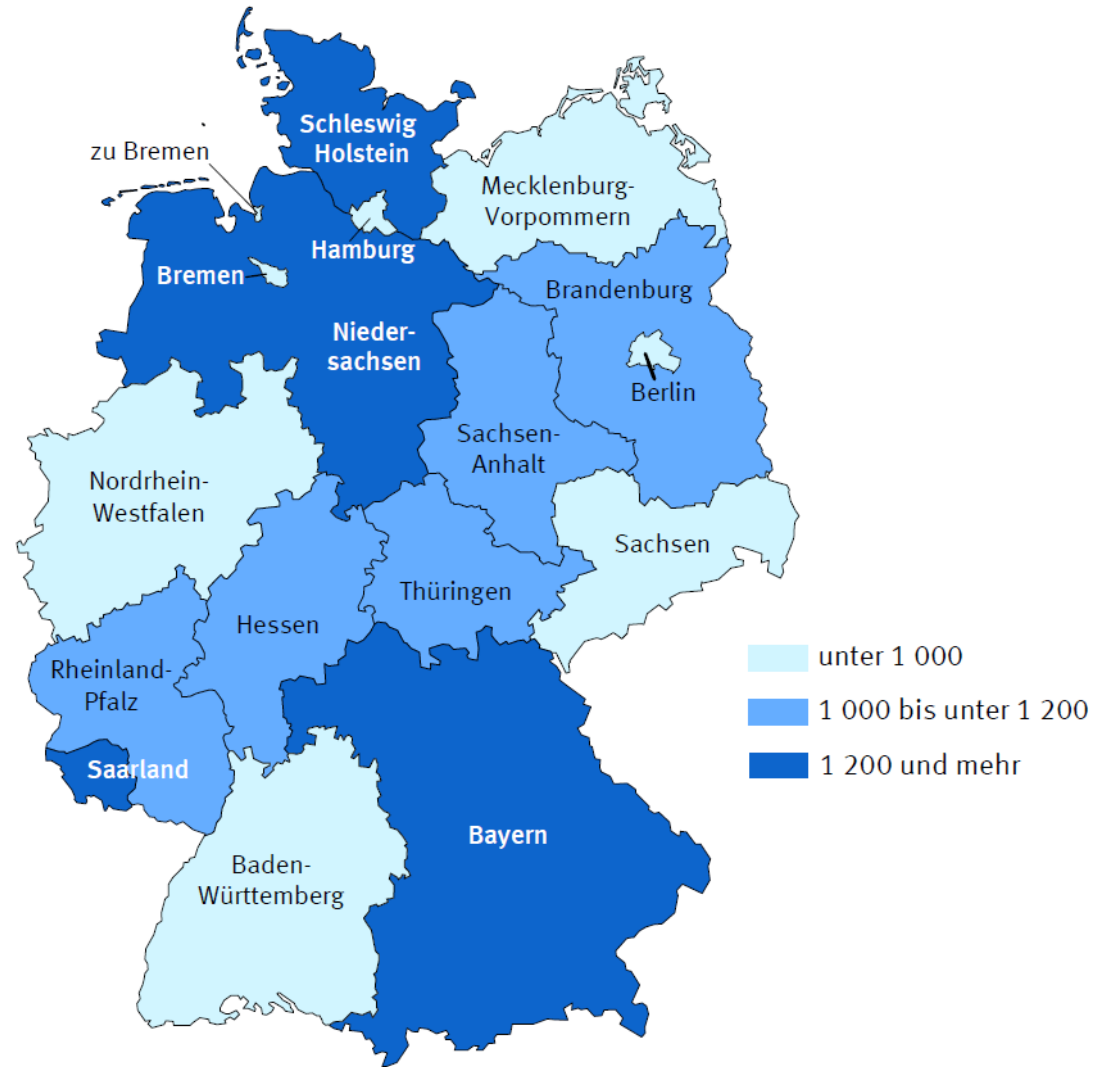
Differences in Accident rate for 18-24 years in Federal States of Germany

Reasons?

Structure? Urban/rural?

Social-economic factors?

Education/Campaigns?



Crash Categories

Accidents caused by young drivers 18-24yrs

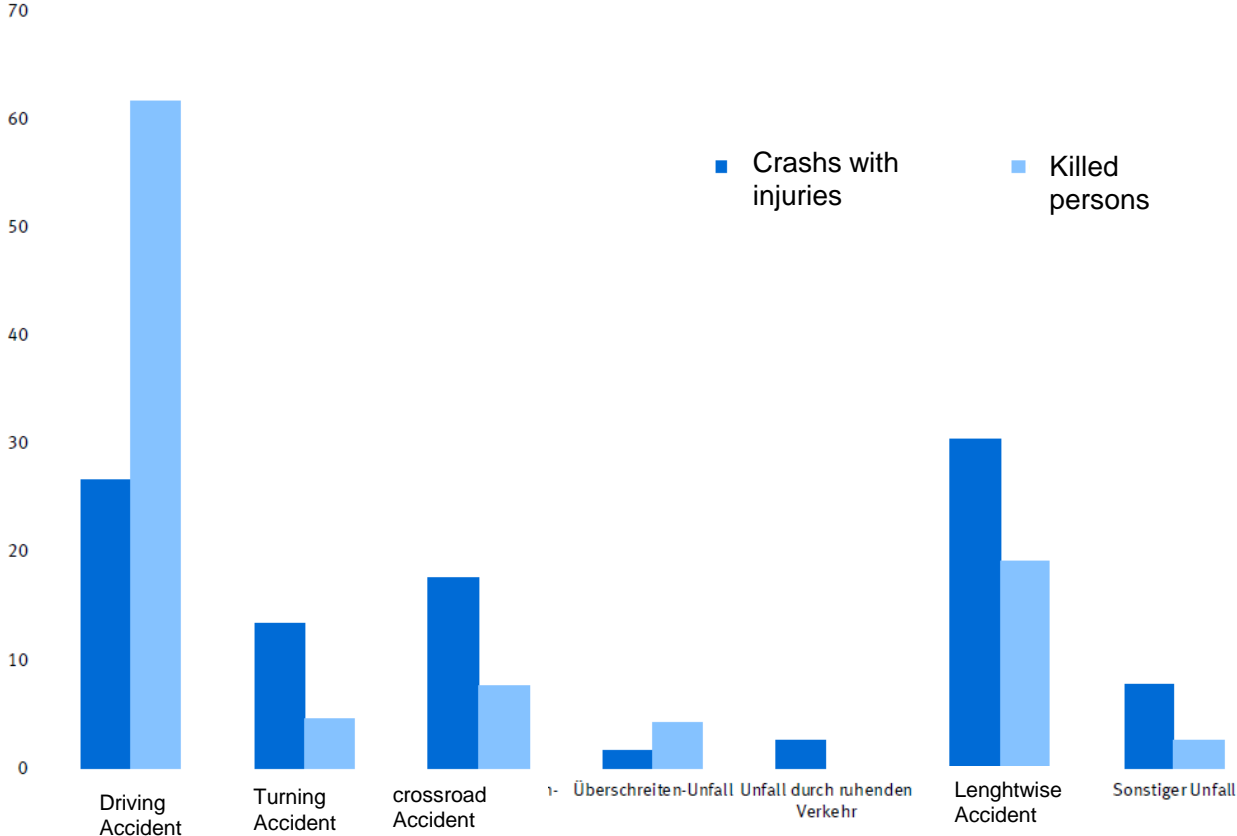
30,5% Lengthwise accident

26,6% Driving Accident

Killed Persons:

61,7% at Driving Accident

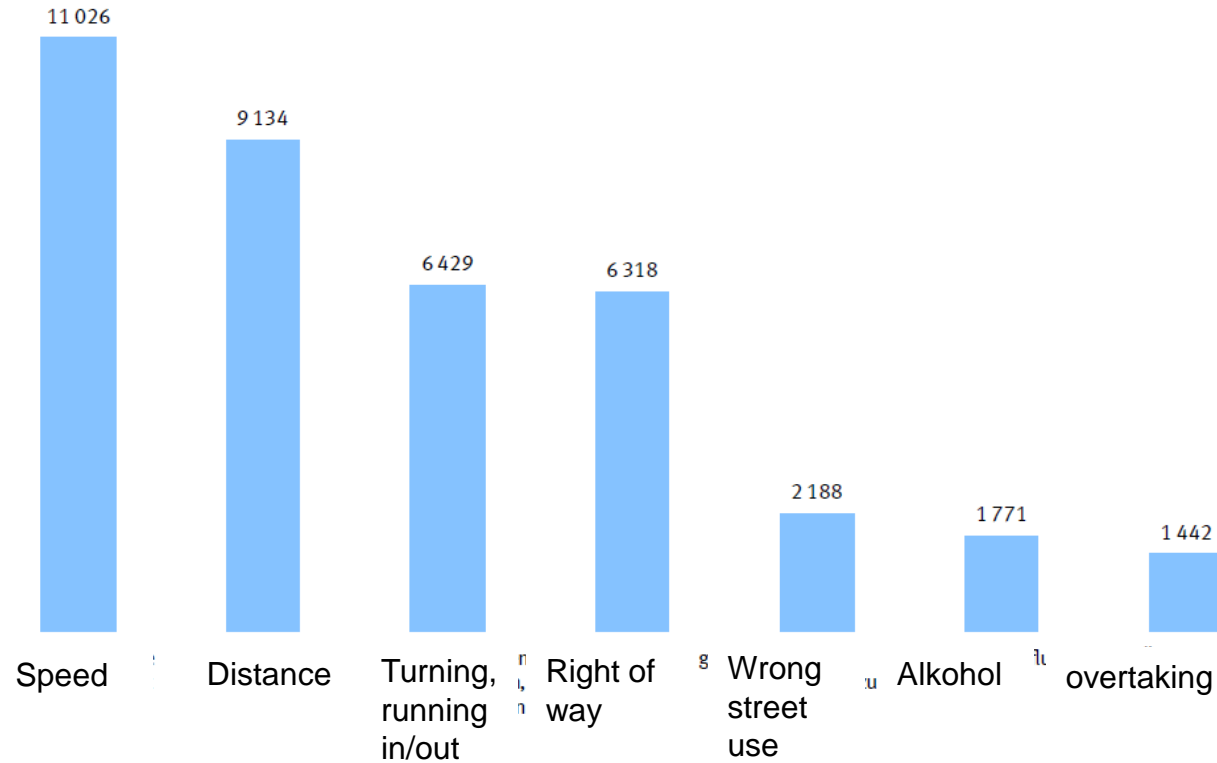
19,1% Lengthwise accidents



Destatis Verkehrsunfälle 18 bis 24 –Jährige im Straßenverkehr 2016, S.11

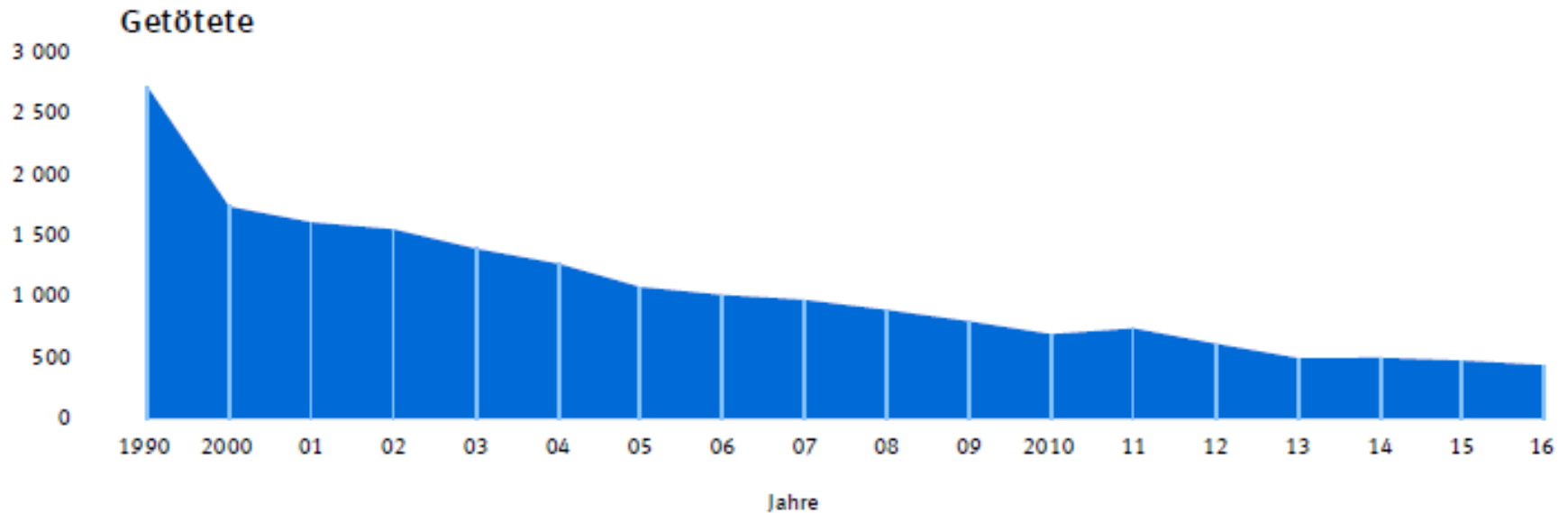
Causes of accidents Caused by Drivers 18-24yrs

17,6% Speeding (41,7% Killed)
14,5% Distance
10,2% Mistakes at Turning, running in or out in traffic
10,1% Right of way
3,5% wrong street use (10,4% Killed)
2,8% Alkohol (6,6% Killed)
2,3% Mistakes while overtaking



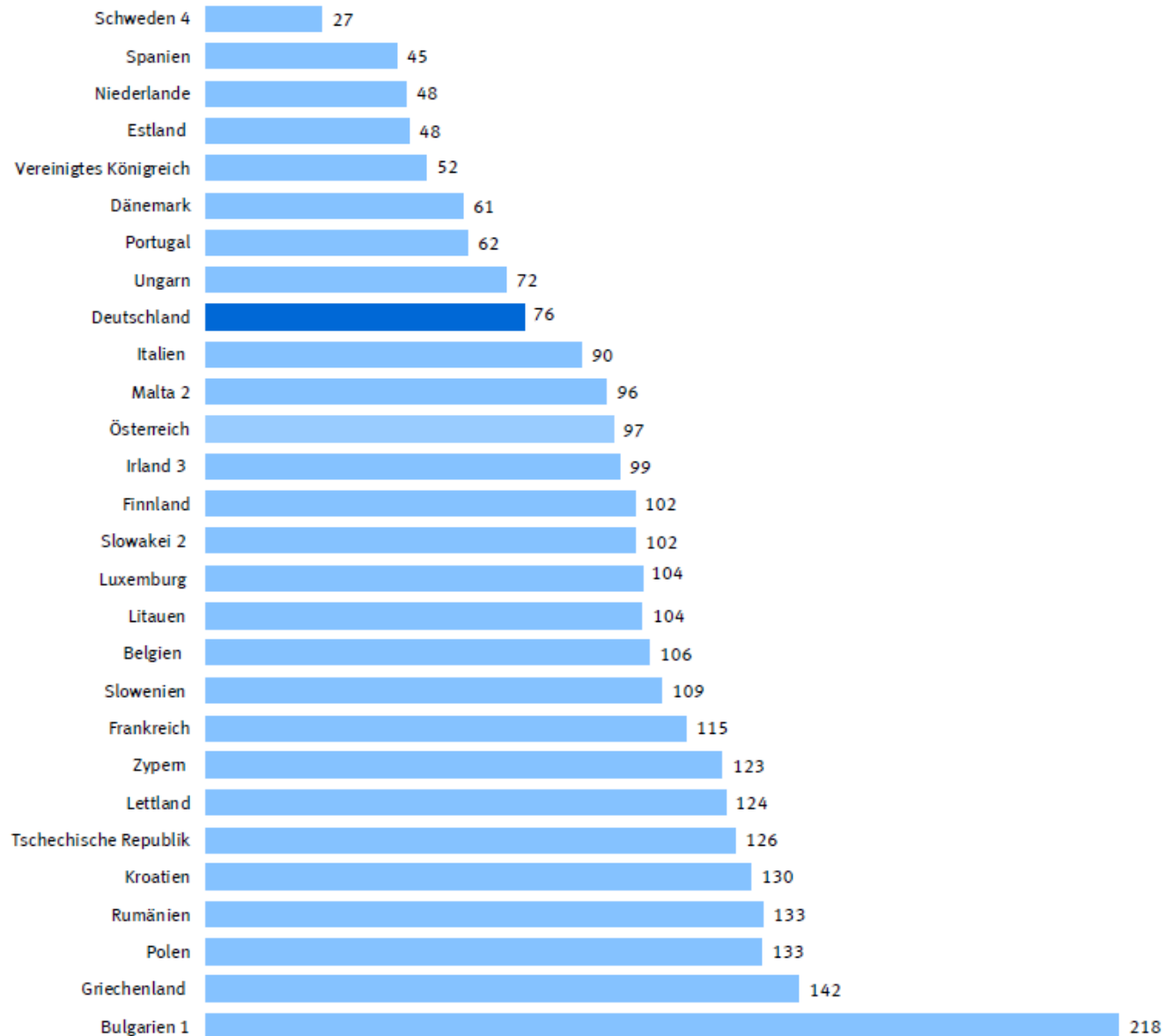
Destatis Verkehrsunfälle 18 bis 24 –Jährige im Straßenverkehr 2016, S.13

Killed Young Road Users 1990 – 2016 in Germany



European Ranking 18-24 years Killed in Traffic

Abb 8 Getötete 18- bis 24-Jährige bei Straßenverkehrsunfällen 2015
in der Europäischen Union
je 1 Mill. Einwohner



2. Best Practice Measures – what works?



- hundreds of regulations, projects, courses and actions
- By state, federal states, auto clubs, safety associations
- against alcohol, speeding, risk taking, distraction etc.

2. Best Practice Measures

Rarely Evaluations made and accessible!

Accident numbers of young drivers decline → something must have worked!

Successful Elements:

- **Regulativ Framework Class B**
- **Example BF17 – Accompanied Driving**
- **Example Regio Protect UVT**

Regulativ Framework Class B

based on EU Directive on Driving Licences

- Regular Minimum Age: 18 years (except BF17)
- Mandatory driver training in **professional driving school**
 - professional driving teacher (12 month job training)
 - 14 units (90 min) **theory lessons** in class room
 - average 30 units (45 min) **driver training** in real traffic
 - mandatory 5 units on country roads, 4 on motorways, 3 at night/ in darkness
- **Knowledge test** 30 questions incl. animated video questions
- **Driving test** 45 min. in real traffic, half time outside towns

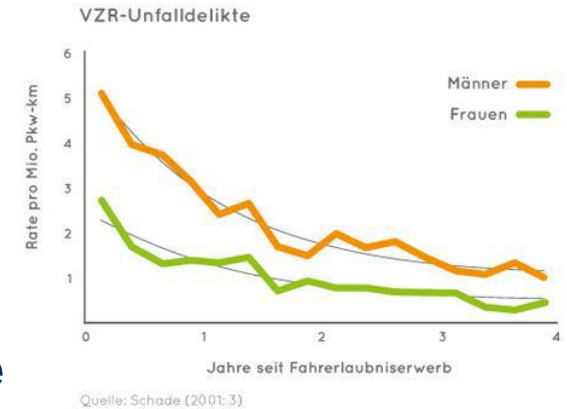
Regulativ Framework Class B

- **Probationary period: 2 years**
 - System of A- and B-offences
 - Rehabilitation courses for novice drivers in case of 1 A or 2 B traffic offenses
 - **Extention of the probationary** period from 2 to 4 years after traffic offenses
 - In case of recidivism → sessions with specialized traffic psychologists or loss of drivers licence
- **Zero alcohol tolerance** in probationary time and until 21 yrs

Example BF17 – Accompanied Driving at 17

Problem:

- novice drivers technically well trained
- but show highest risk, esp. at beginning
- Reason: risk of youth + lack of experience
- Risk declines with driving \Leftrightarrow driving dangerous



Idea:

- start driving under protecting conditions while accompanied by an experienced driver



Example BF17 – Accompanied Driving at 17

How it works:

- start of driver training with age of 16.5
- normal driver training and test
- driving licence with age of 17
- NO EU-driving license card → only test certificate
- only allowed to drive if accompanied with designated persons until 18th birthday

Prüfungsercheinigung nach § 10a Abs. 3 FwV
(Reguläre Fahrer ab 17 Jahre)
- gilt nur im Inland -

Name, Vorname: Andreas Maximilian Janssen
geboren am: 28.02.1994 in Eberburg

St. bzw. Reg. Nr. (Kraftfahrzeug-BF 4 bzw. 8, 8, 8, 8) zu führen:

1. Schlüsselzahl nach Anlage 9 der Fahrerlaubnisverordnung (FwV) B 104, § 101

2. Weitere Angaben:
- Ein-Facherscheinbesitzerin (ja/nein): 27.03.2013
Führerschein der Klasse: B, BE nur in Begleitung der zur bestandenen Leistung bestimmten Person:
ab: Mustername Klausur (20) vom 24.03.1993
bis: Mustername Klausur (20) vom 24.03.1993

Fahrerlaubnisbehörde: Landesamt Eberburg
Fahrerlaubnisnummer: 9250002550
Ort: 92500 Eberburg
Angehrnen-Nr.: _____

Landesamt Eberburg | 18.10.2013 | Fahrerlaubnisnummer 9250002550
I. A. Fahrerlaubnis: _____

Bitte Rückgabe beachten!



Example BF17 – Accompanied Driving at 17

The accompanying person:

- minimum age of 30
- holds driving license more than 5 years
- not more than 1 point in traffic offence registry
- must be registered and named in testcertificat
- unlimited number, mostly parents and grandparents
- while accompanying: no drugs, max 0,5 promille alcohol



Bildnachweis: 10894895_alextraths_123RF_BF17-Kampagne

Example BF17 – Accompanied Driving at 17

The Role of the accompanying persons:

- they shall not teach!
- novice drivers are fully trained and know traffic rules better than parents
- they give feeling of safety
- are responsive and help with their experience,
- they give tips and advice
- give feedback after the drive



Bildnachweis: Getty/Images/BF17-Kampagne

Example BF17 – Accompanied Driving at 17

The results:

- BF17 introduced als trial in 2004 and nationwide in 2011
- 2017 → 36% of all novice drivers, more than 70% of early starters take part → 336.500 young people
- Numbers declining → many people start driver training later than age of 25



Example BF17 – Accompanied Driving at 17

- BF17 - novice drivers adapt their driving style on expectations of accompanying person
→ no risk of youth, nearly no accidents at BF17
- They drive in average 3.800 km accompanied under all conditions, gain experience and become self-reflexiv drivers
- participants **more than 20%** less involved in accidents and 20% less traffic offenses then drivers that startet with age of 18



Example BF17 – Accompanied Driving at 17

Problems:

- many participants start to late, take to much time
- only few make the full 12 month of accompanied driving

Solutions:

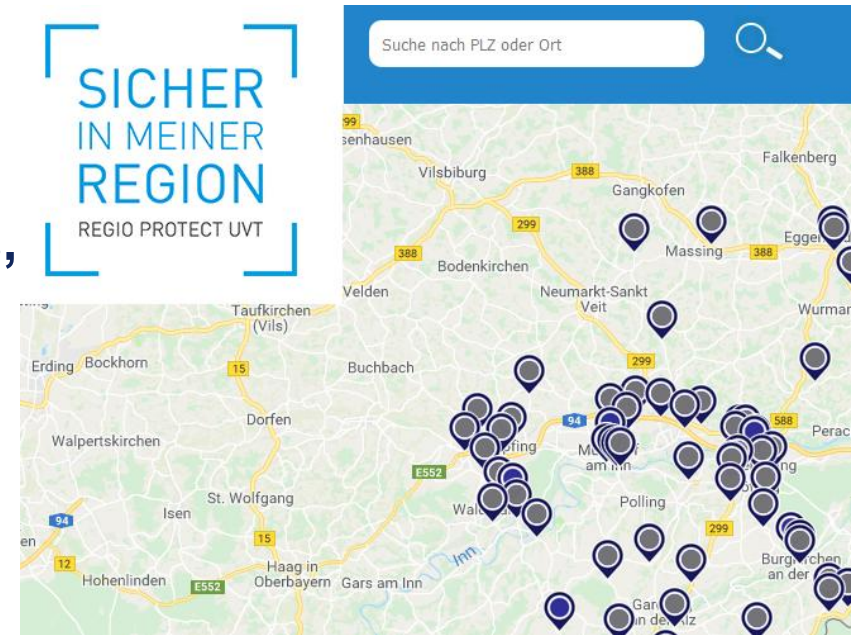
- DVR BF17 Campaign on social media, internet, print
- BF16 proposal → two years of accompanied driving



Example Regioprotect UVT

Improving Hazard Perception with regional references

- new and evaluated DVR-Program for young trainees and employees in partner-companies
- based on real novice driver accidents, that cumulate in certain specific places



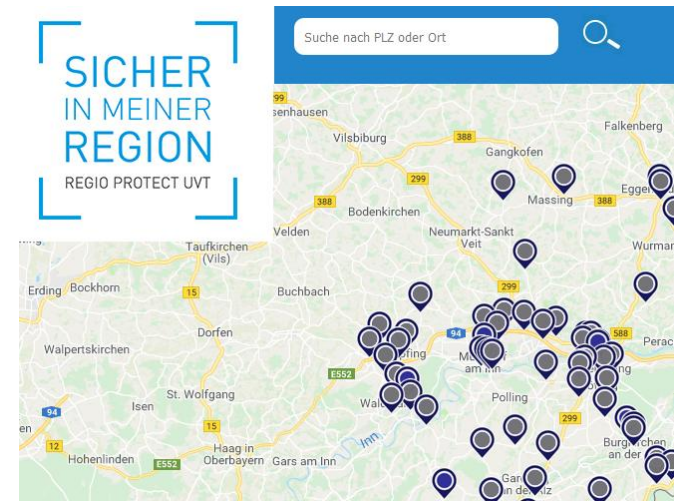
Example Regioprotect UVT

How it works:

- Participants browse the crash-site map
- Get informations on the accidents
- See videos with different perspectives
- Analyse: Why is this site dangerous?
- Discuss safer traffic behaviour on this site

Let's try it:

www.sicher-in-meiner-region.de



Example Regioprotect UVT

B12, Markt (Gefahrenstrecken-ID: BU15)							
Unf.-nr.	Unfalltyp	Unfallart	Unfallursache	Zeit	Unfallfolgen	Beteiligte	Besonderheiten
1	Unfall im Längsverkehr	Zusammenstoß mit seitlich in gleicher Richtung fahrendem Fahrzeug	Überholen ohne Beachtung des nachfolgenden Verkehrs und/oder ohne rechtzeitige und deutliche Ankündigung des Ausscherens	Montag vormittags September 2013	 1x	 26 J.  1	

[Videos anzeigen](#)



Example Regioprotect UVT

Schließen X

Videoaufnahmen

Zu den Unfällen auf der Strecke B12, Markt (Gefahrenstrecken-ID: BU15) gibt es Aufnahmen aus verschiedenen Richtungen. Es werden *keine Unfälle, Unfallfahrzeuge oder Verletzte gezeigt!* Welches Video möchtest du dir ansehen?



aus Westen kommend, in
Richtung Osten

aus Osten kommend, in
Richtung Westen

Virtuelle Videos

Zu den Unfällen auf der Strecke B12, Markt (Gefahrenstrecken-ID: BU15) gibt es virtuelle, nachgestellte Szenen aus verschiedenen Perspektiven. Diese Videos zeigen, wie ein Unfall an dieser Stelle entstehen und auch vermieden werden kann. Welches Video möchtest du dir ansehen?



Unfallverursachend - sicher

Unfallverursachend - unsicher

Nicht-unfallvermeidend - sicher

Nicht-unfallvermeidend -
unsicher

Example Regioprotect UVT

Evaluation of Pilot-Projects in two Companies

- Knowledge Questionnaire
- Driving Behaviour Questionnaire
- Simulator drive (speed adaption and hazard perception)

Results:

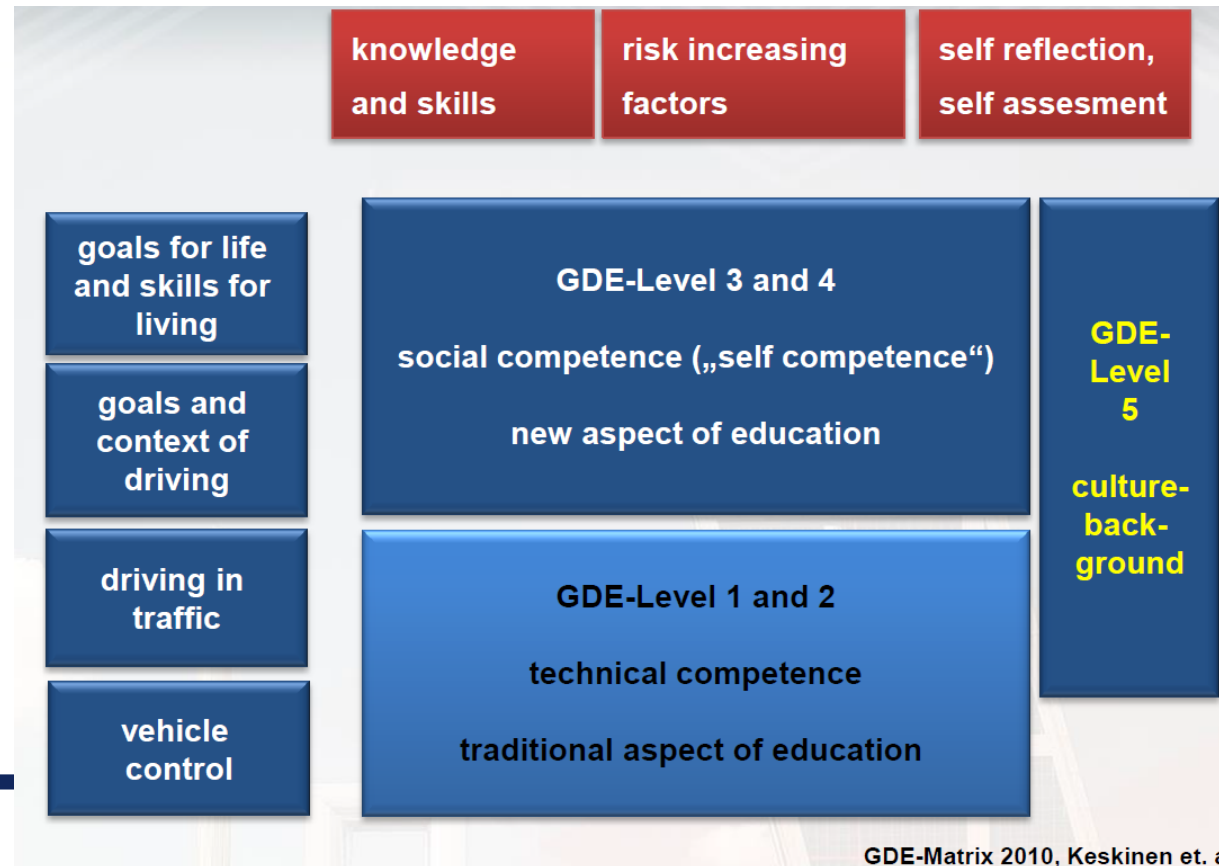
- Improved knowledge on safer driving technics
- Improved hazard perception
- Reduced intention for speeding



3. Plans and Ideas for a safer future I

Further improvement of driver training

- Orientation on higher levels of GDE Matrix (Goals for Driver Education)
- with more focus on personal factors and hazard perception
- Teaching of self-competence
- More emphasis on distraction

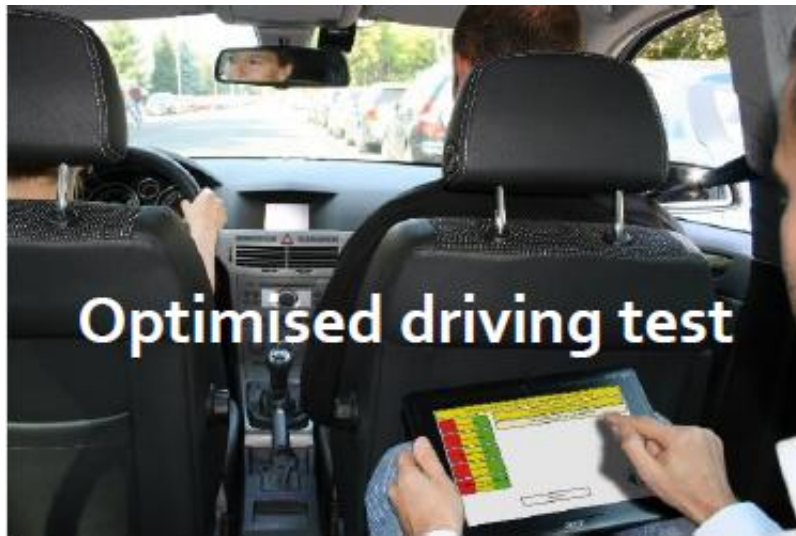


GDE-Matrix 2010, Keskinen et. al

3. Plans and Ideas for a safer future II

Improvement of practical testing

- animated Hazard Perception Tests
- Optimised Driving Test with sophisticated feedback (2021)



TÜV|DEKRA arge tp21

3. Plans and Ideas for a safer future III

- Voluntary second phase training with e.g. hazard perception training or feedback-drives

Structure:

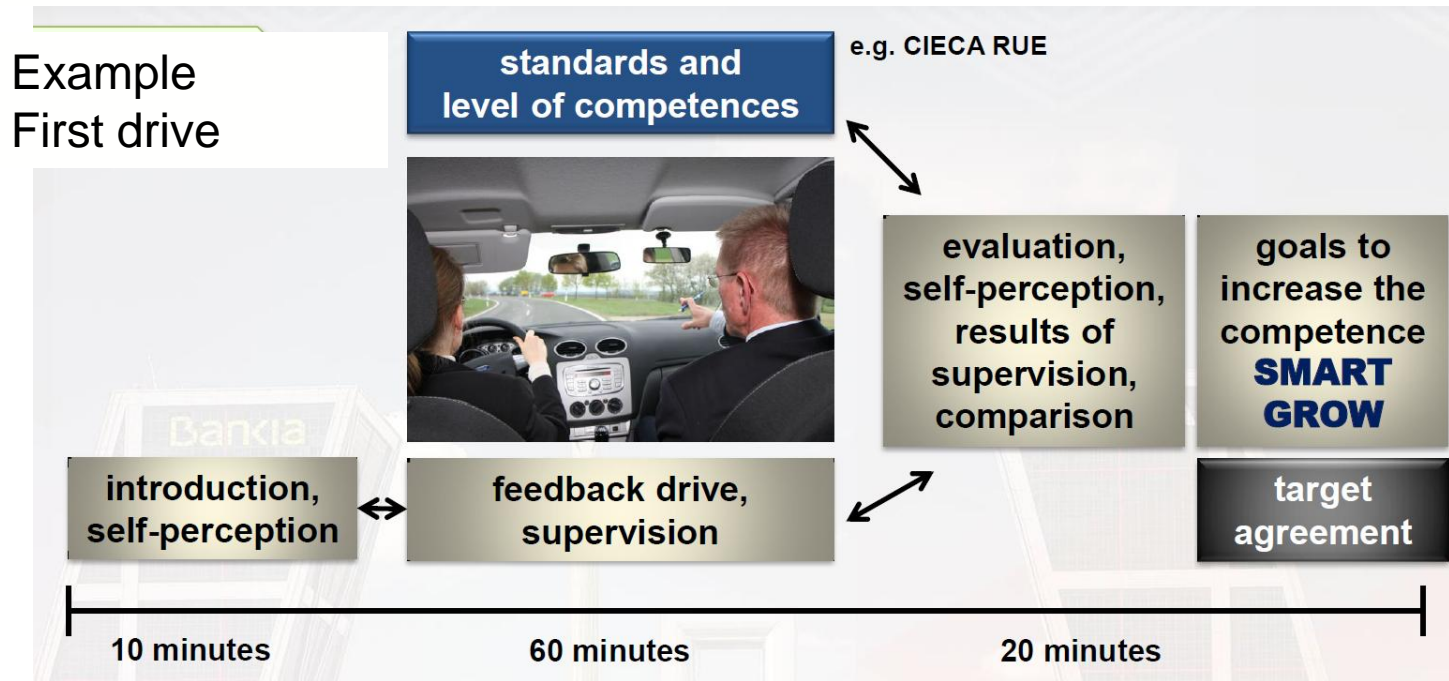
First Drive



Self learning



Second Drive



Thank You for Your Attention!

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Vielen Dank.

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