



YEARS EVENT2018

25th of Mai 2018, Lisbon

Actions and Measures towards young drivers in Germany

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German Road Safety Council (DVR)**

Content:

1. The Situation: Accidents of Young Drivers
2. Current Actions and 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%

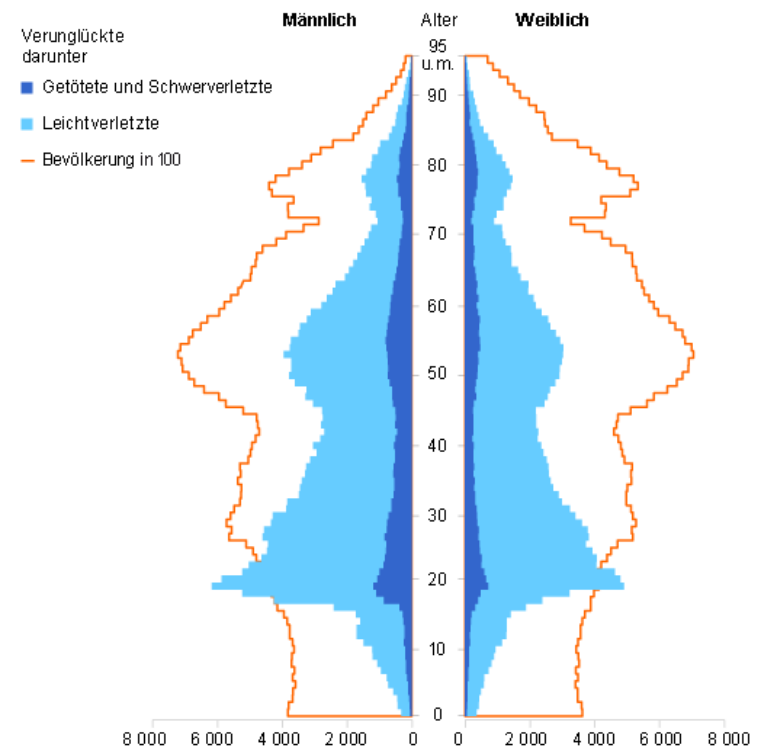
Percentage of total population 7,7%

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



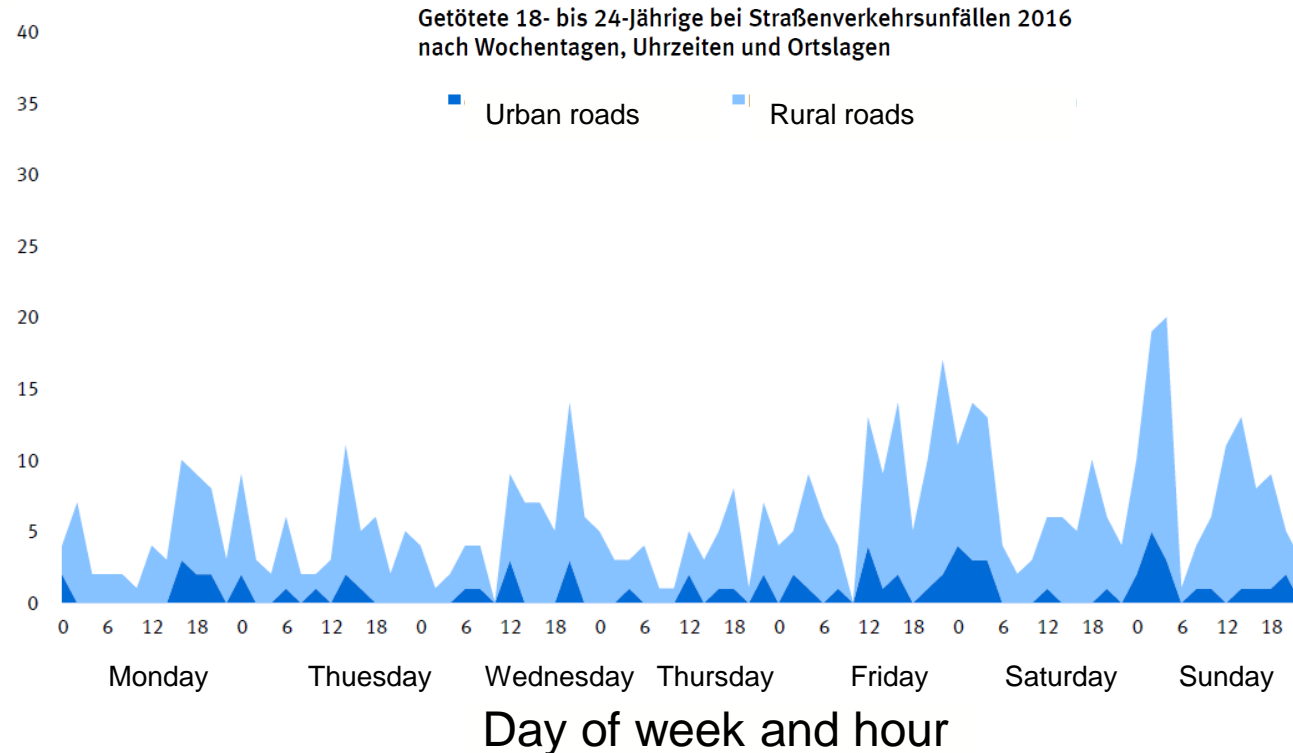
© Statistisches Bundesamt (Destatis), 2017

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%)

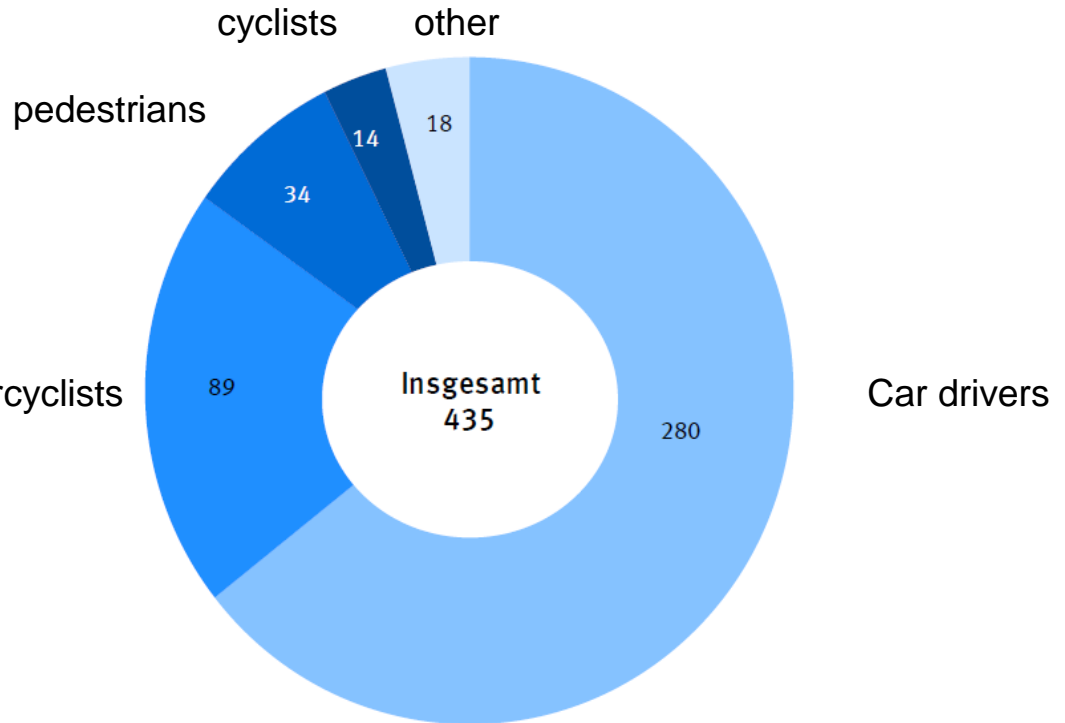


Destatis Verkehrsunfälle 18 bis 24 –Jährige im Straßenverkehr 2016, S.11

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

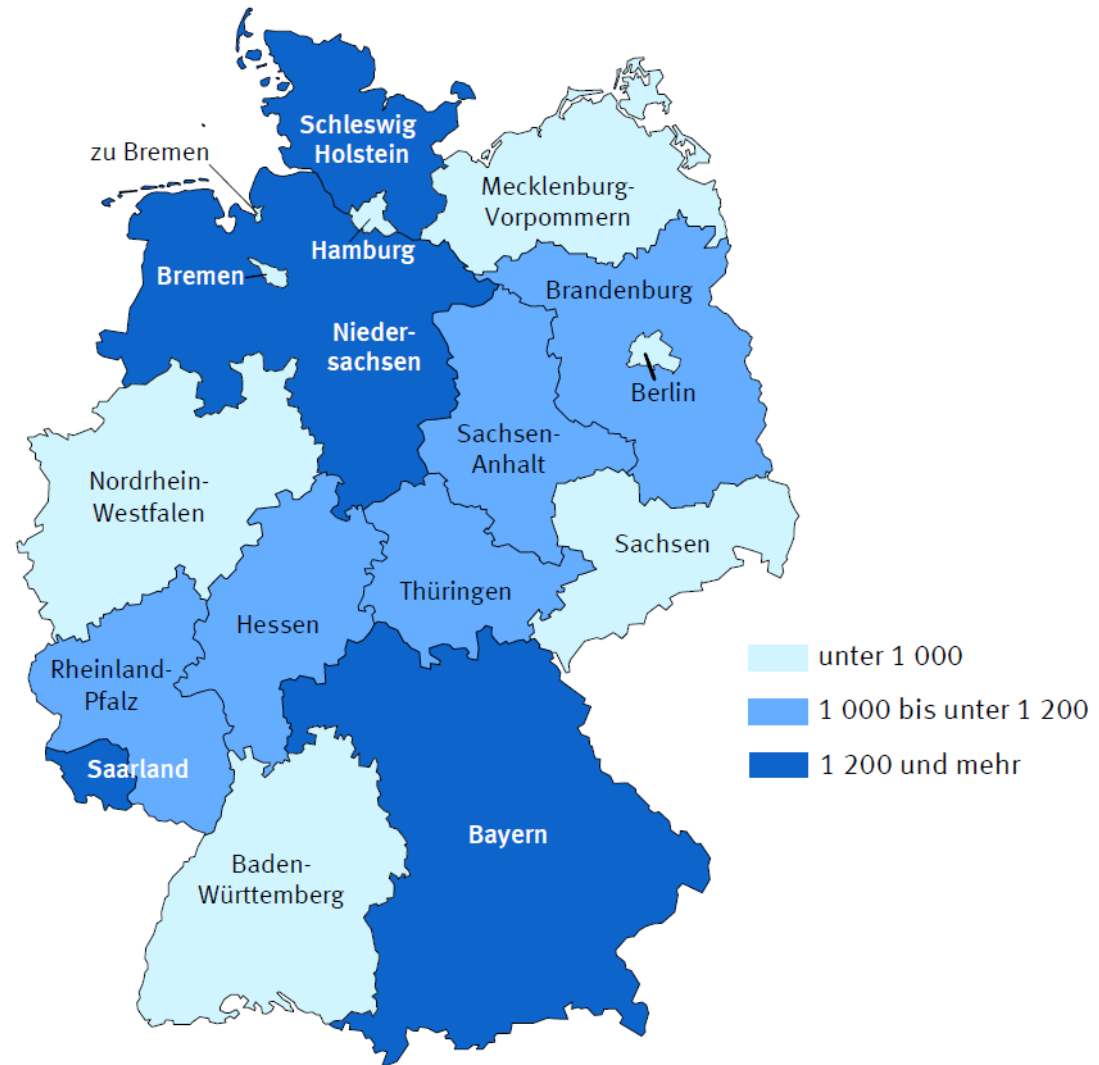
Differences in Accident rate for 18-24 years in Federal States of Germany

Reasons?

Structure? Urban/rural?

Social-economic factors?

Education/Campaigns?



Crash Categories

Accidents caused by young drivers 18-24yrs

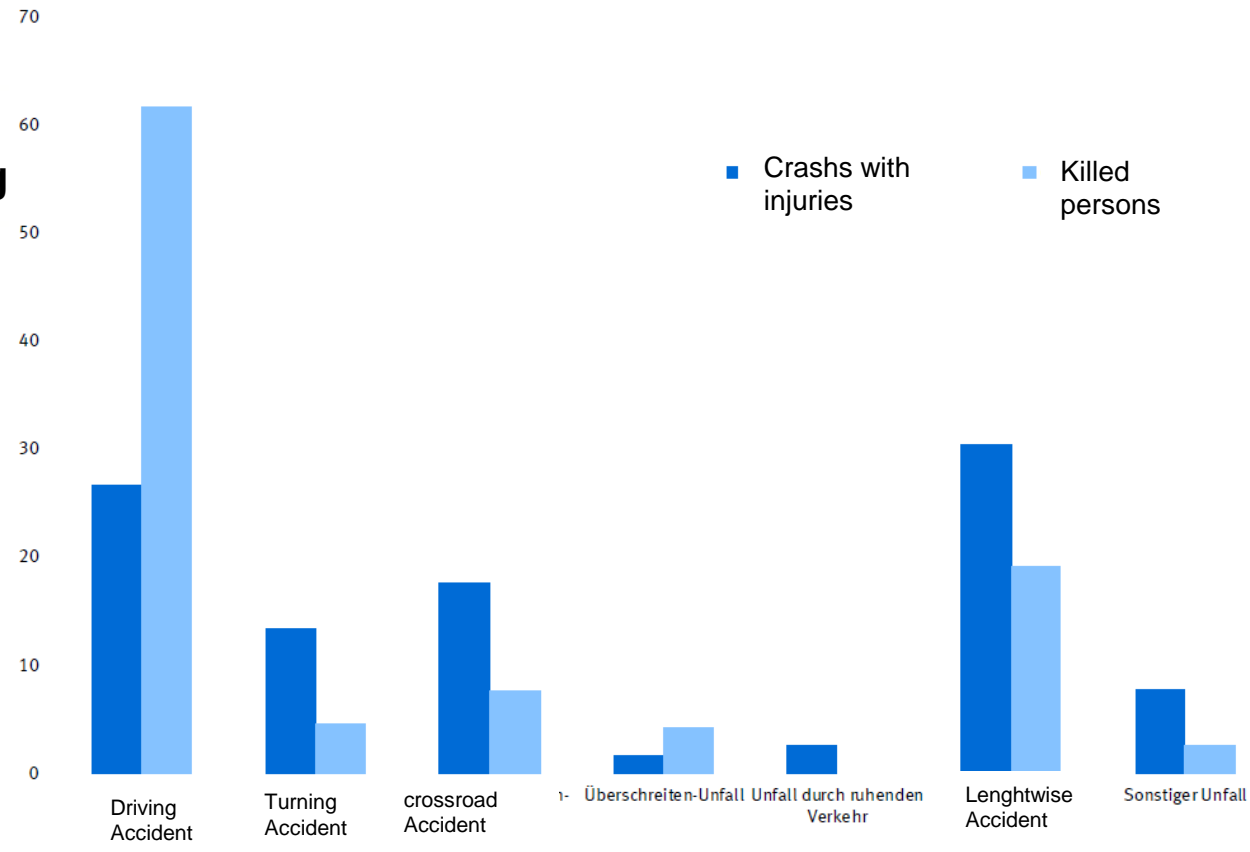
30,5% Lengthwise accident

26,6% Driving Accident

Killed Persons:

61,7% at Driving Accident

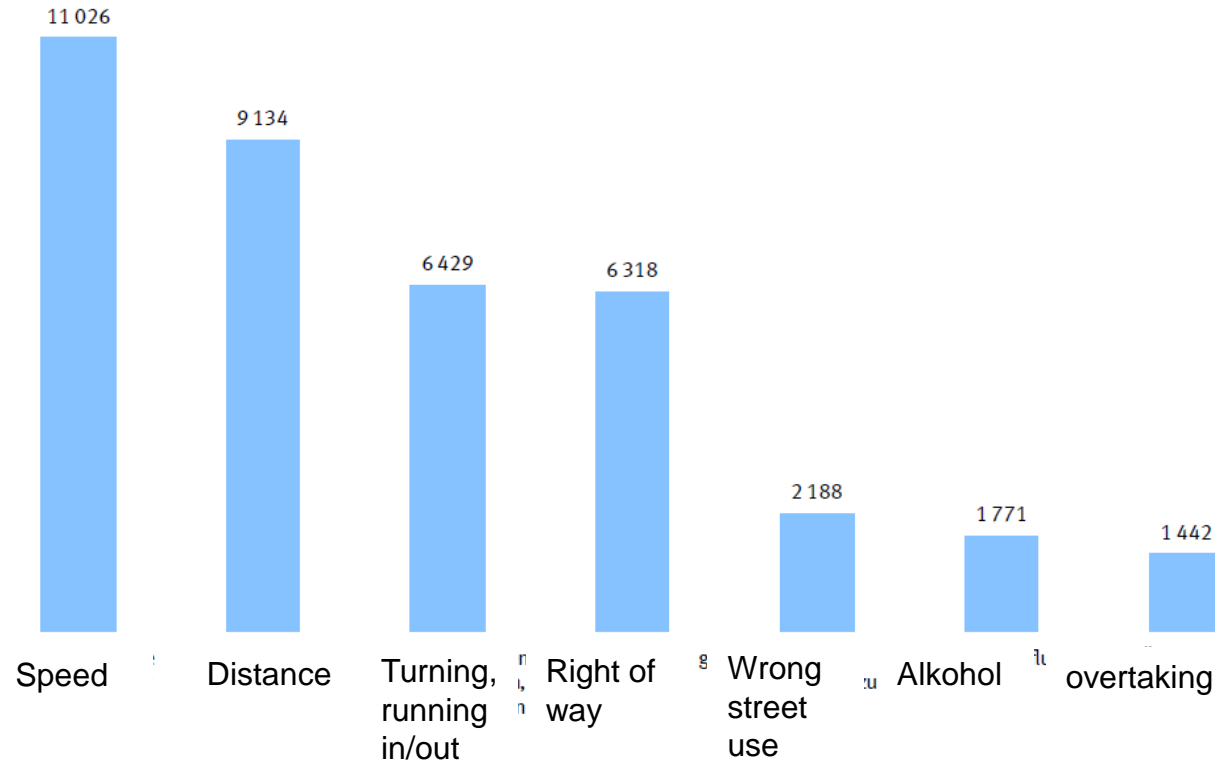
19,1% Lengthwise accidents



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

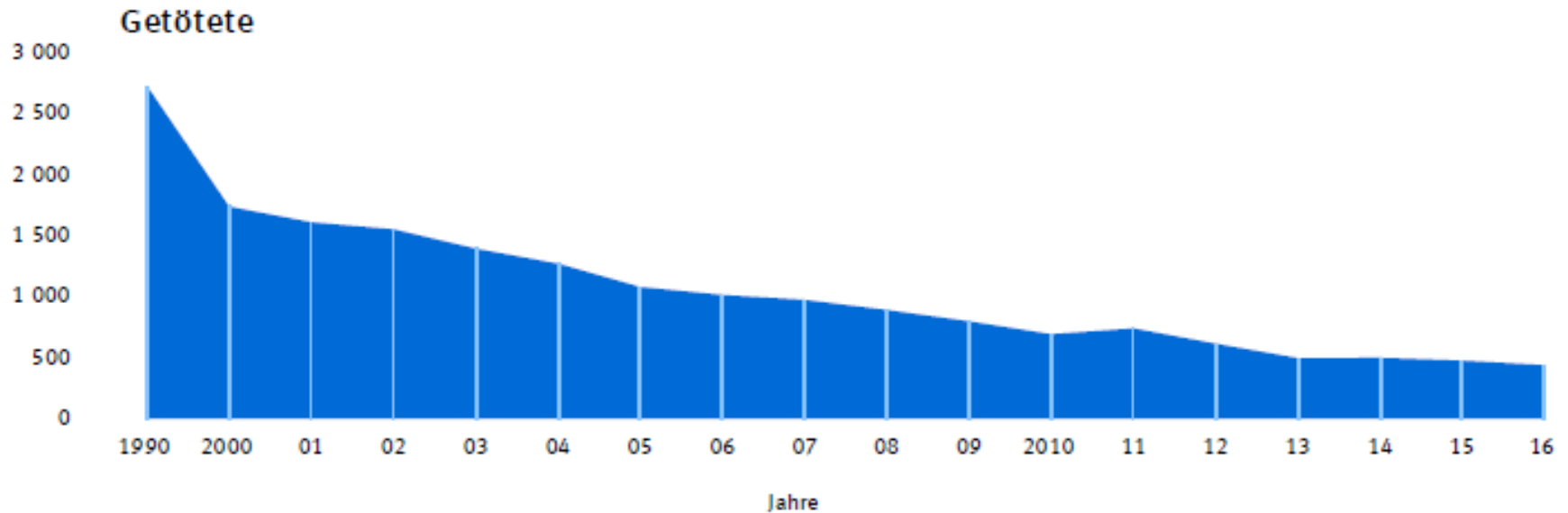
Causes of accidents Caused by Drivers 18-24yrs

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



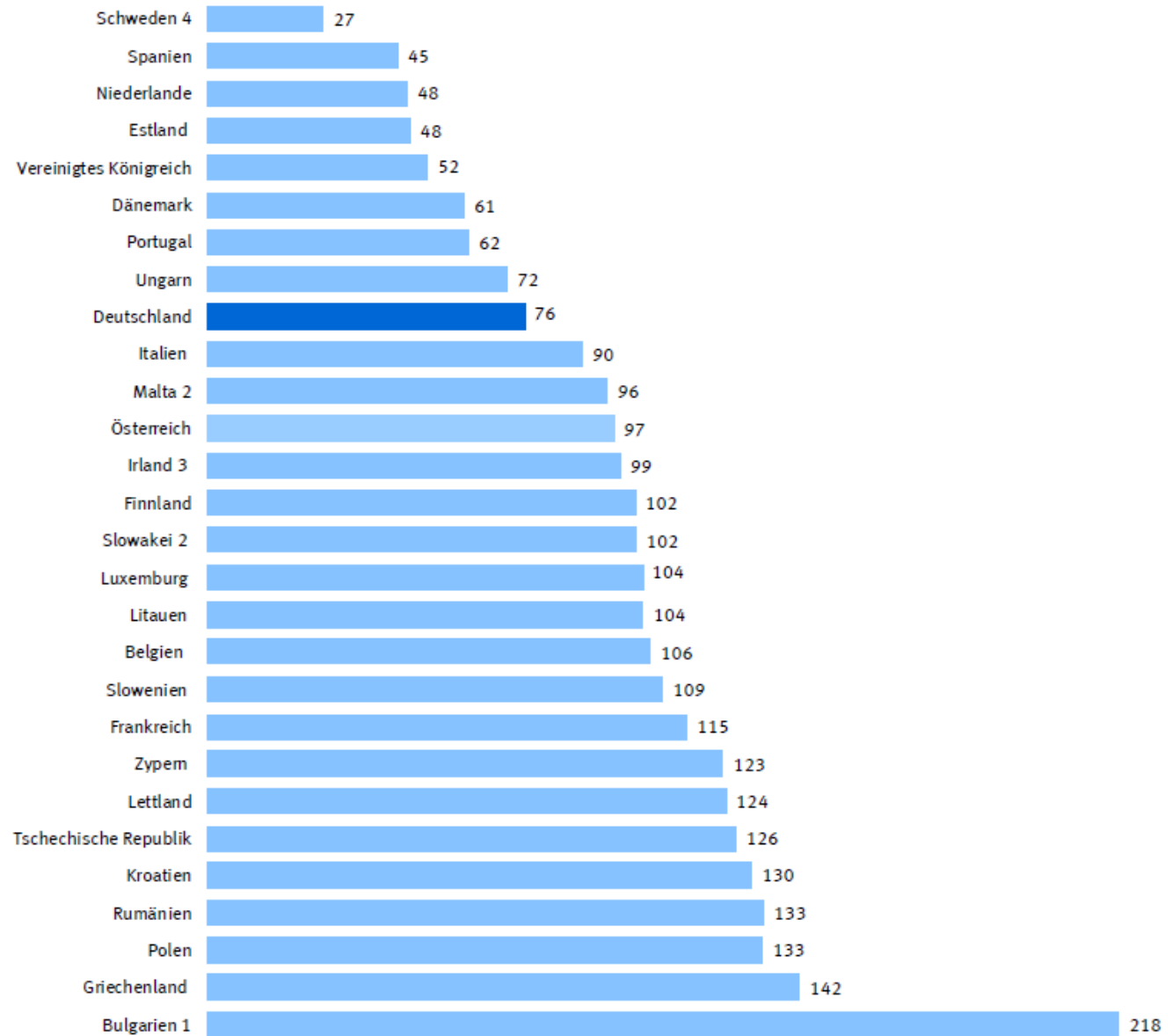
Destatis Verkehrsunfälle 18 bis 24 –Jährige im Straßenverkehr 2016, S.13

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



Reasons: Risk of Beginners and ...

The Schade-Graph

1. Crash risk highest at start of driving
2. Decrease to 50% of initial risk after 9 Month
3. Settles down at 10% of initial risk after 2,6 years

= Risk of Beginner

→ Less routines

→ Less experience

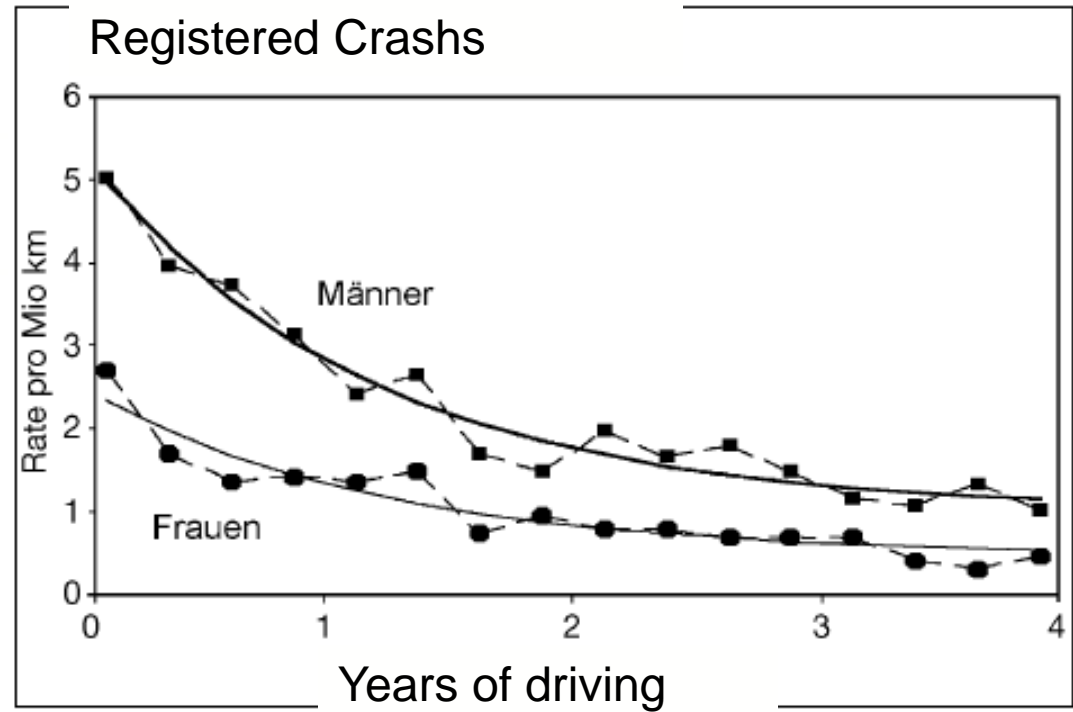
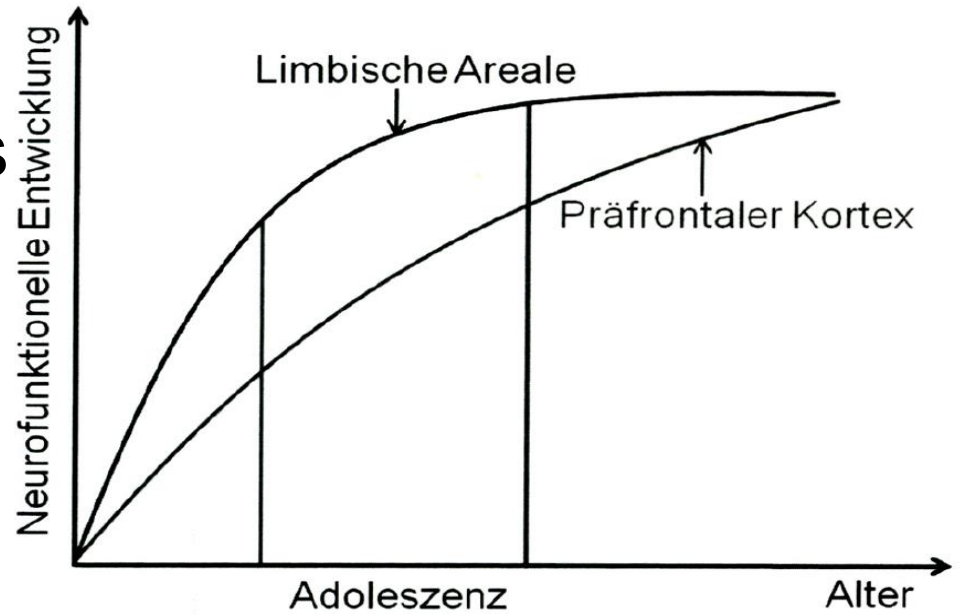


Bild 3: Unfallrisiko weiblicher und männlicher Fahranfänger der Klasse 3 aus dem Jahr 1987 in den ersten vier Jahren der Fahrkarriere. Unfälle mit Delikteintragung im Verkehrszentralregister (Männer: N = 5.205; Frauen: N = 6.095; zit. bei SCHADE, 2001)

...Risk of Youth

- less control of emotions and affects
- higher level of sensation seeking
- Quest for identity
- Lifestyle and activities, Peergroup effects



Neurofunktional Development, Casey et al, 2008

2. Current Actions and Measures

Legislative Measures

- Mandatory Driver Training in professional Driving School
 - 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
 - Extension of the probationary period from 2 to 4 years
 - In case of recidivism sessions with specialized traffic psychologists or loss of drivers licence
 - Zero alcohol tolerance in probationary time and until 21 yrs
-

Accompanied driving with 17 – BF17

- start of driver training one year earlier with 16.5 years
- normal driver training
- Driving tests with 17 years
- no normal driving licence card, only test certificate
- are allowed to drive only if accompanied by designated persons.



Results:

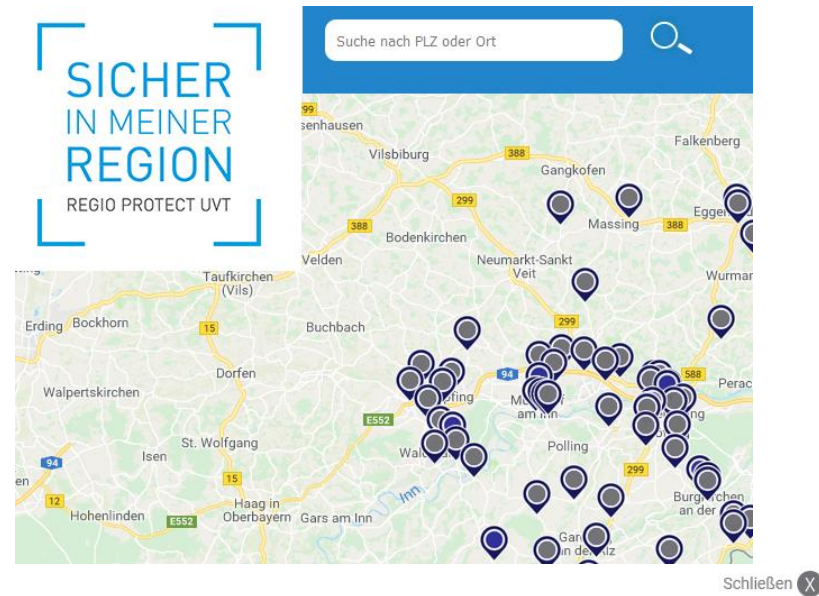
- participants ca. 20% less involved in accidents and 20% less offenses in traffic than drivers, that drivers that started with 18 Years



Improving hazard perception

DVR Regioprotect UVT/21

- Based on analysis of real accident sites of young drivers in the region of the participants
- Why is this site dangerous?
- Video and animation diff. perspectives
- Discussion of safer traffic behavior on this site



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

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 Ausschlerens	Montag vormittags September 2013			

[Videos anzeigen](#)

Improvement of Testing

- Constant advancement of questions
- Change from text to graphic to animation
- Same situations, different environment



Source: TÜV|Dekra arge tp21

Projects, Courses, Trainings I

- Young driver safety trainings
- Anti-Alkohol Programms
- Chrash Course NRW, MV
- P.A.R.T.Y
- ... by different governmental and NGO institutions



Drunk Driving Simulator



Crash Course NRW Source: Lokalkompass.de P.A.R.T.Y, Source: rtl.de



Projects, Courses, Trainings II

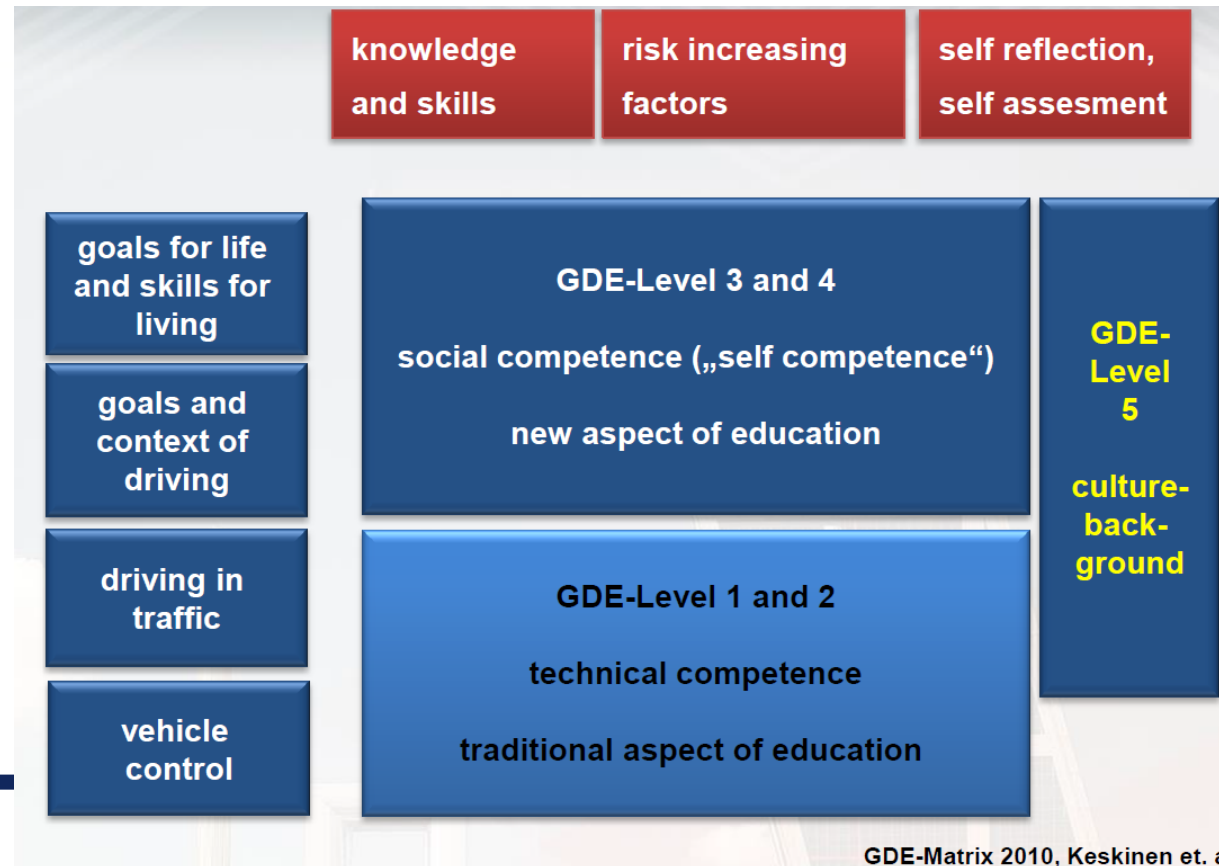
- Educational Programms for schools and apprentices in companies
- New Youth action and competition each year → 2017 Weather, 2018 Emotions



3. Plans and Ideas for a safer future I

Further improvement of driver training

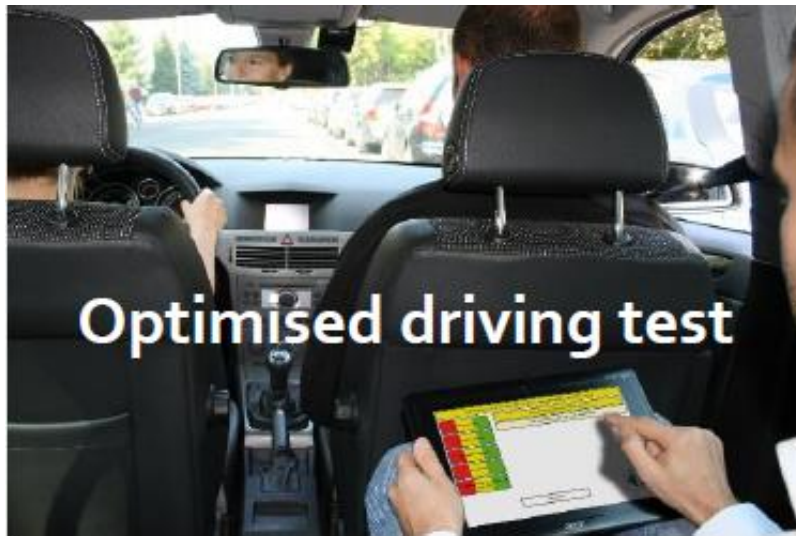
- Orientation on higher levels of GDE Matrix (Goals for Driver Education)
- with more focus on
- personal factors and hazard perception
- Teaching of self-competence
- More emphasis on distraction



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

- Longer and better accompanied driving → BF16? and BF17 in Class CE vehicles
- Voluntary second phase training with e.g. hazard perception training or feedback-drives

Structure:

First Drive



Self learning



Second Drive

Example
First drive

standards and
level of competences

e.g. CIECA RUE



introduction,
self-perception

feedback drive,
supervision

evaluation,
self-perception,
results of
supervision,
comparison

goals to
increase the
competence
**SMART
GROW**

target
agreement

10 minutes

60 minutes

20 minutes

Thank You for Your Attention!

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