

YOUTH AND ROAD SAFETY IN THE EU: FACTS, FIGURES AND RECOMMENDATIONS



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OUTLINE

1. The YEARS Report
2. Young people and road risk
3. Countermeasures and recommendations

“Excuse me, is this the place where I come for my driving test?”



I. THE YEARS REPORT

Young Europeans Acting For Road Safety



Aims

- An EU-funded summary of the road safety situation for young drivers/riders
- A better understanding of what is happening and why
- Gather examples from across Europe (both EU and non-EU) and further afield
- Recommendations

Areas to include

- Who is at risk?
- Where and when is risk highest?
- What causes this higher risk?
- What are states doing to tackle this issue and is it working?

2. YOUNG PEOPLE AND ROAD RISK

- In 2013, over 3,800 young people were killed in road traffic collisions
- Young people aged 15-25 are more likely to be killed than older drivers
- A road collision is one of the leading causes of death for young people
- This also affects other road users and passengers

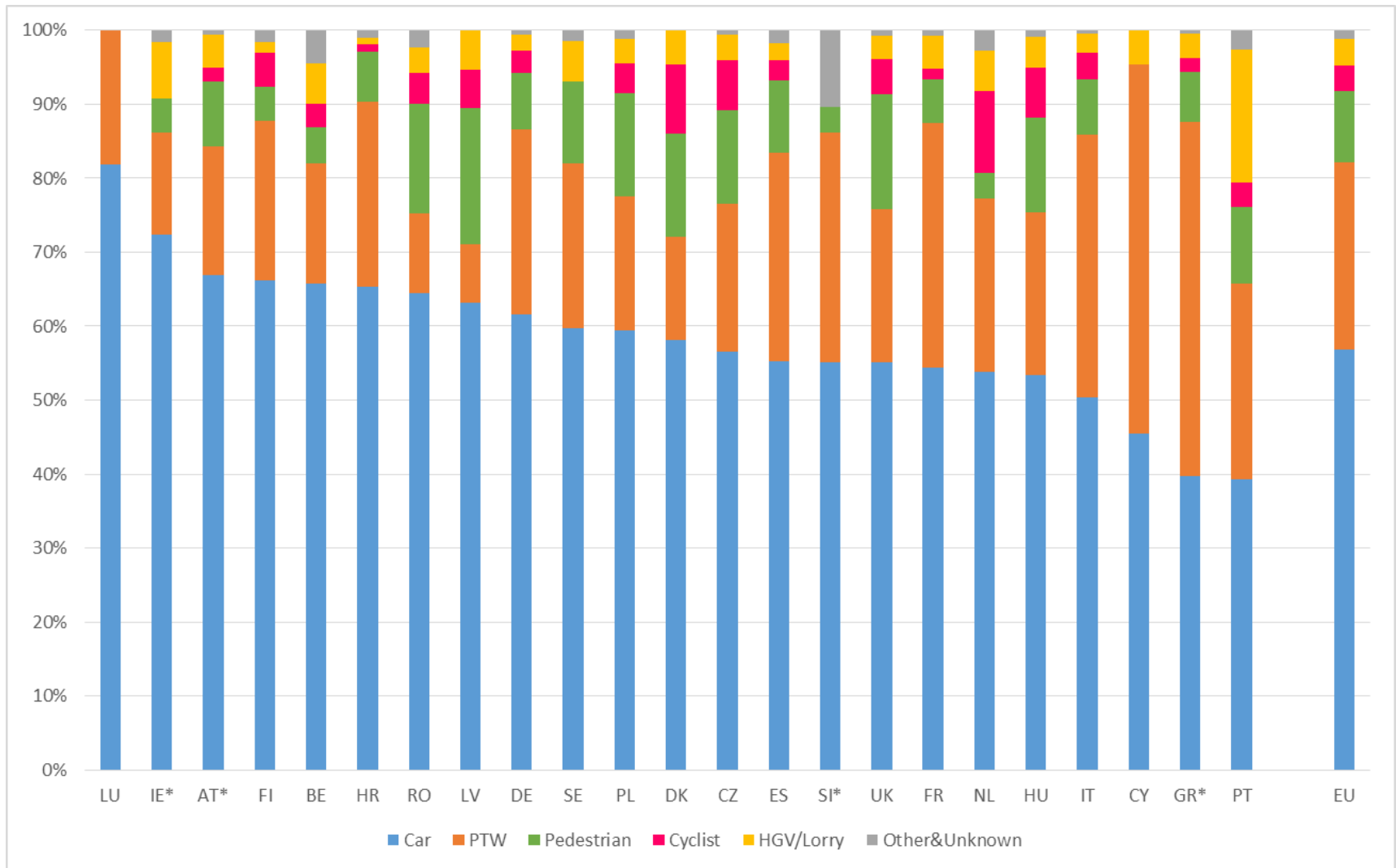
Collisions involving young drivers/riders account for:

37% of total road traffic deaths

For each young driver/rider killed, an average:

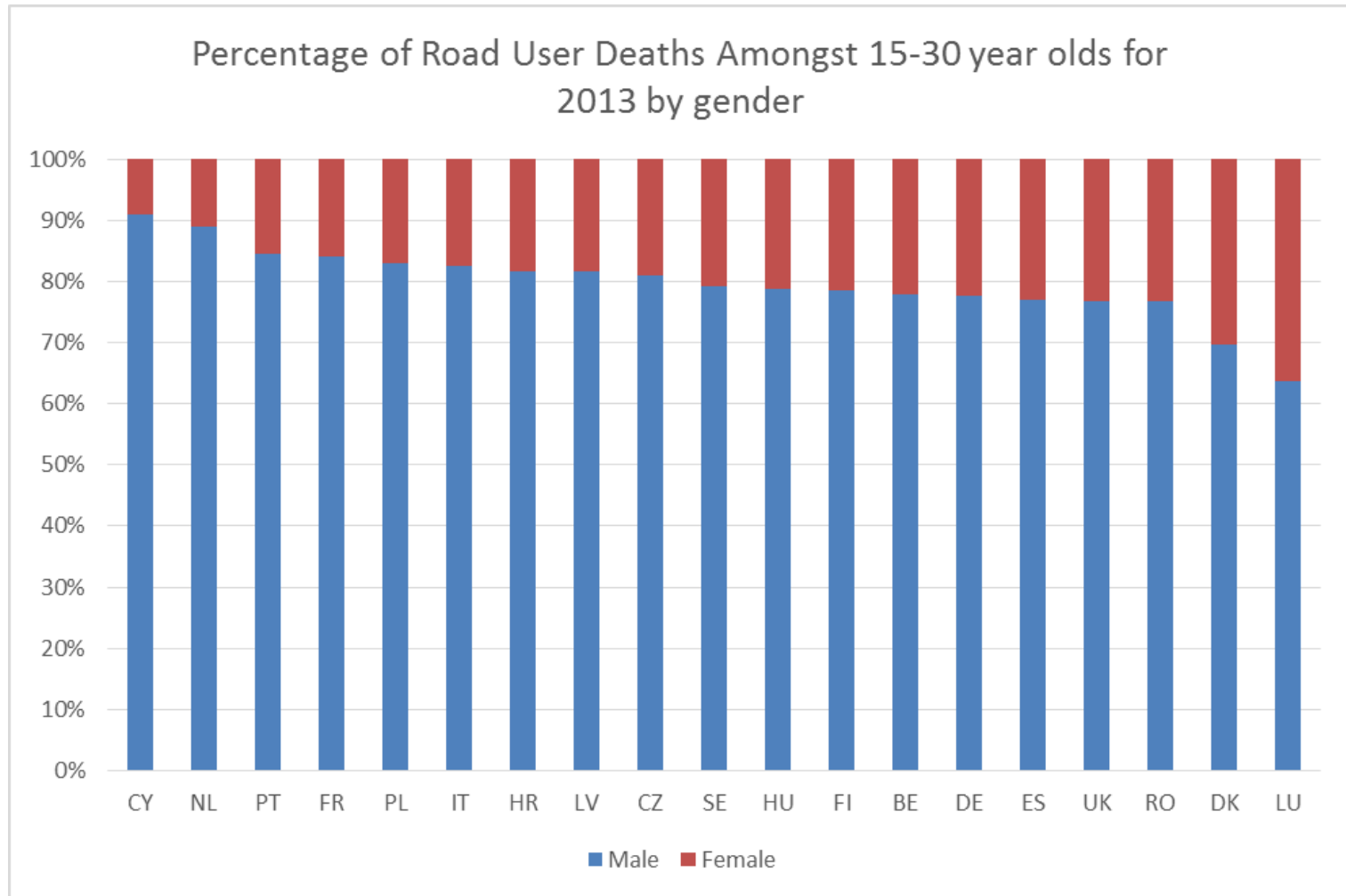
1.12 passengers/other road users killed

The majority are drivers and riders...



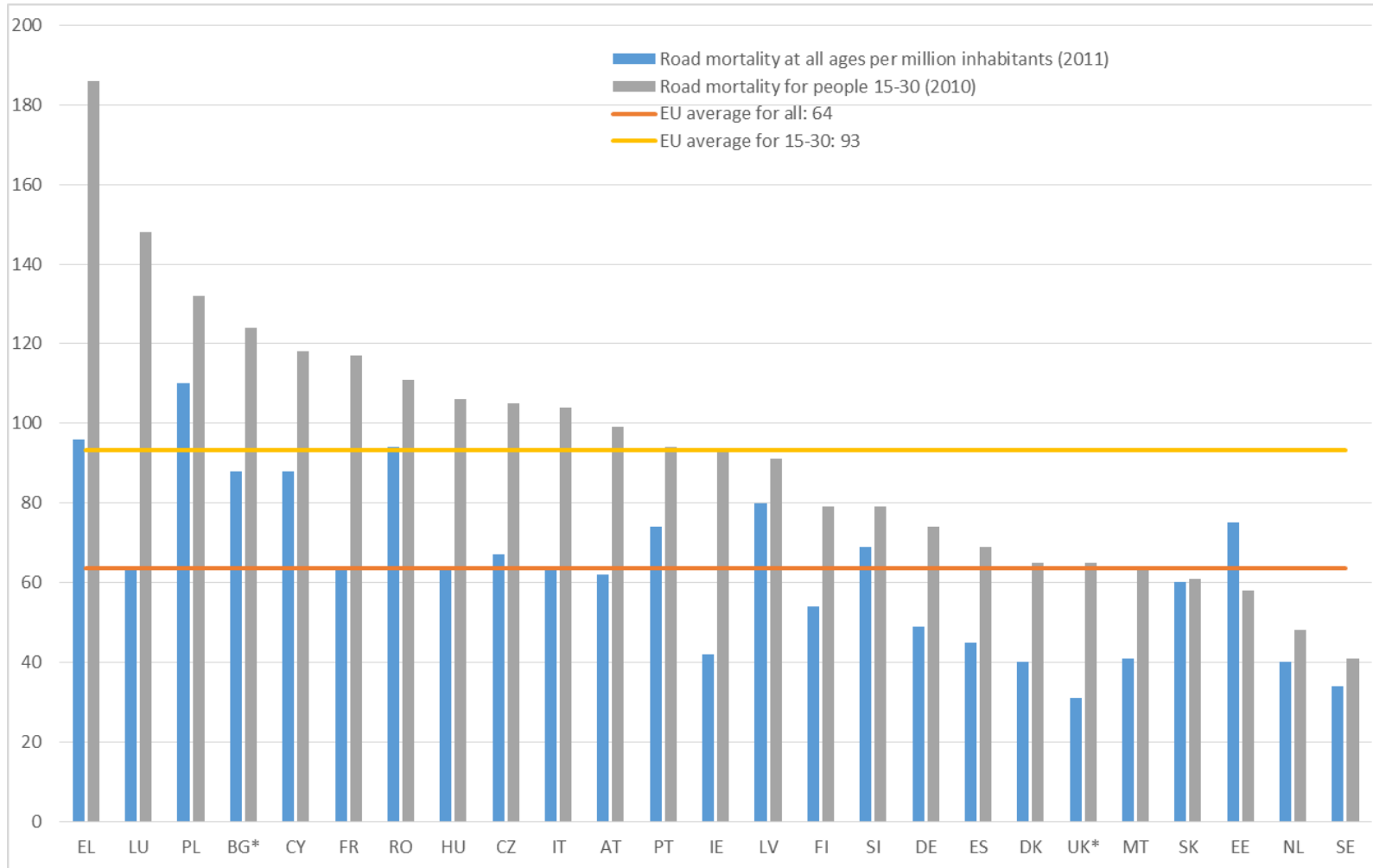
Road deaths by road user type among the 15-30 age group in 2013, with countries ranked by percentage of car users. *2012 data used

Males are killed more than females...



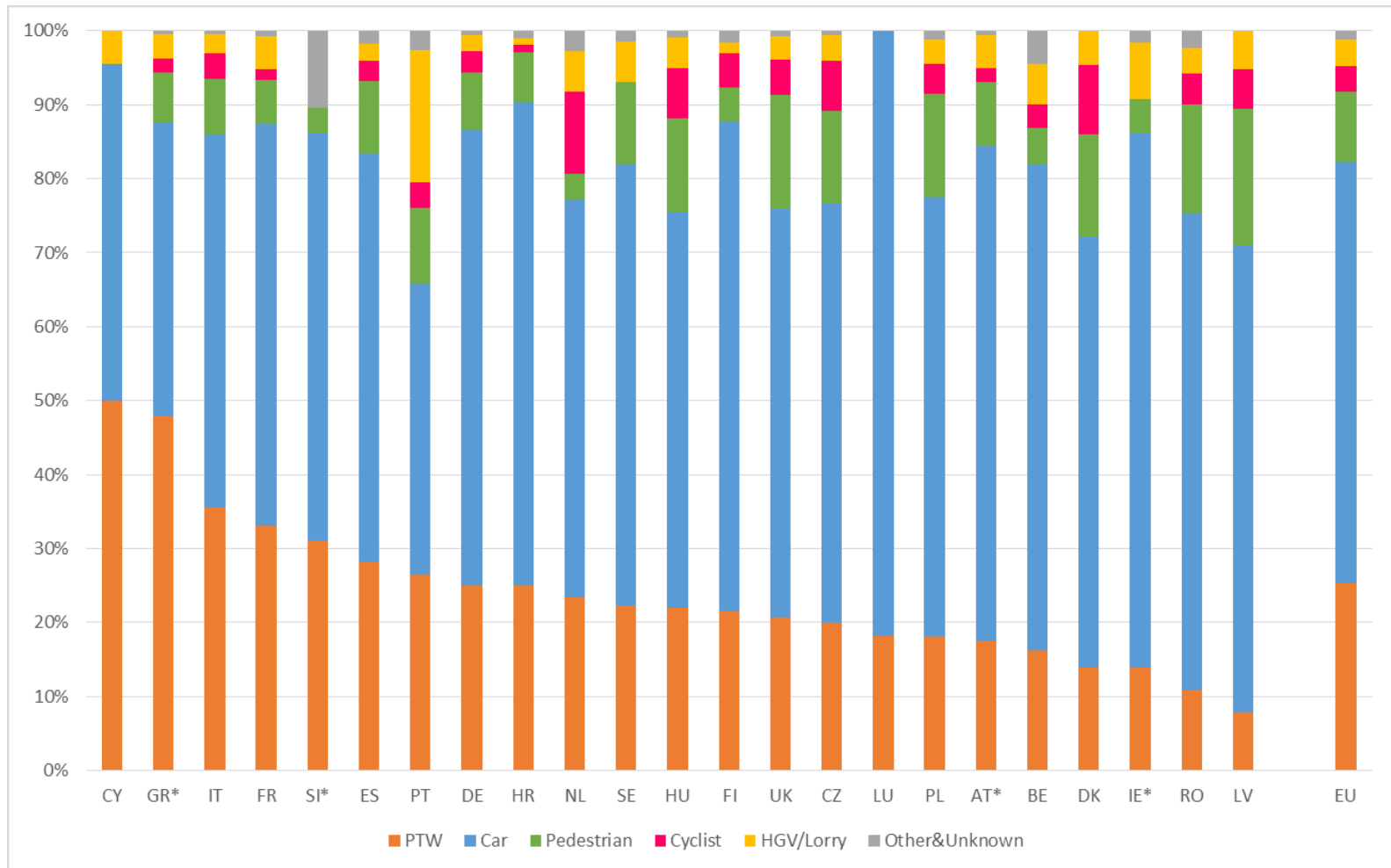
Percentage of road user deaths amongst 15-30 year olds for 2013 by gender

Where the issue is particularly bad...



Young people road deaths per million young inhabitants (with road deaths per million inhabitants at all ages for comparison)

Which road user groups are affected where...



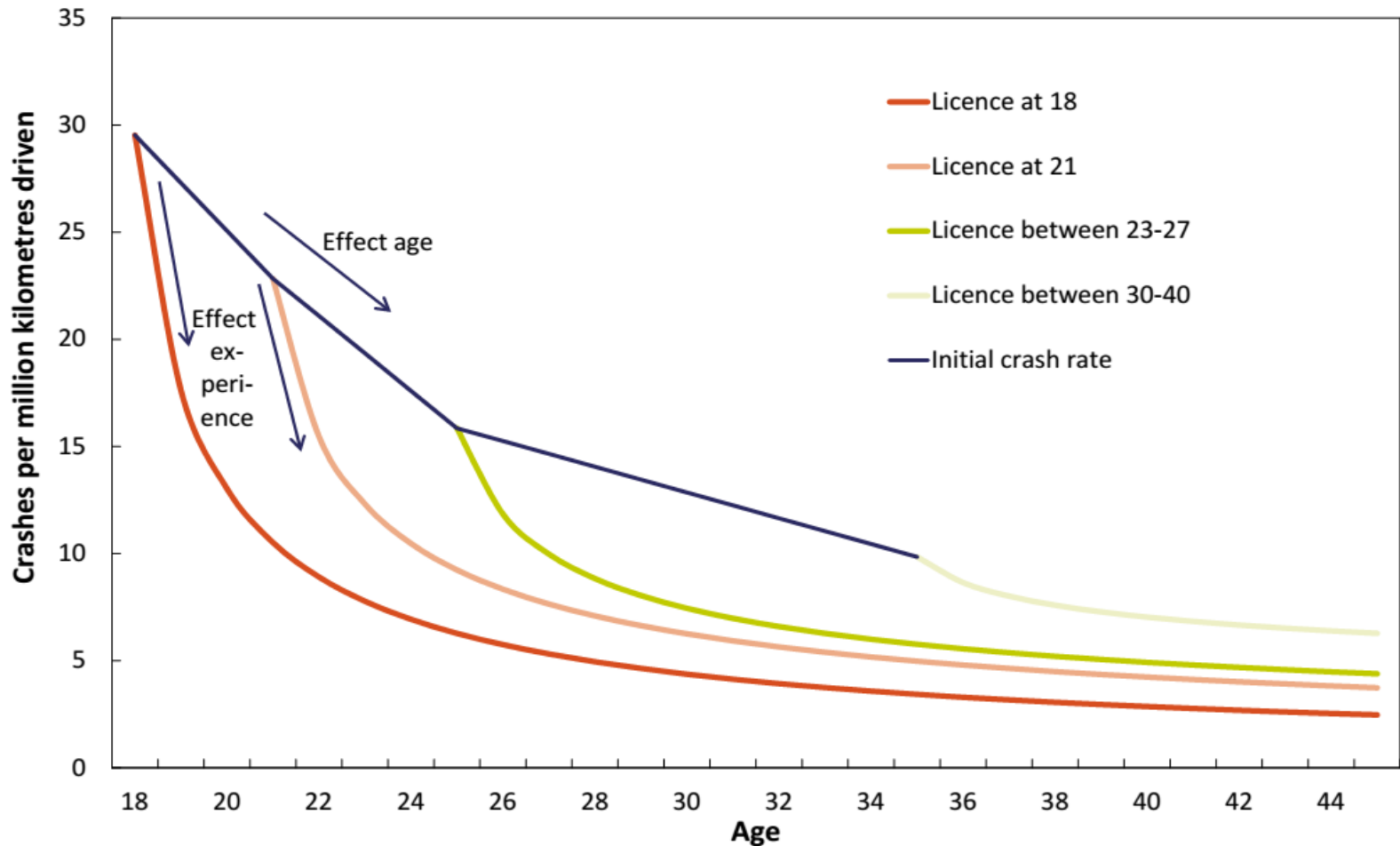
Road deaths by road user type for the 15-30 age group in 2013, with countries ranked by percentage of PTW users. *2012 data used

WHAT CAUSES THIS?

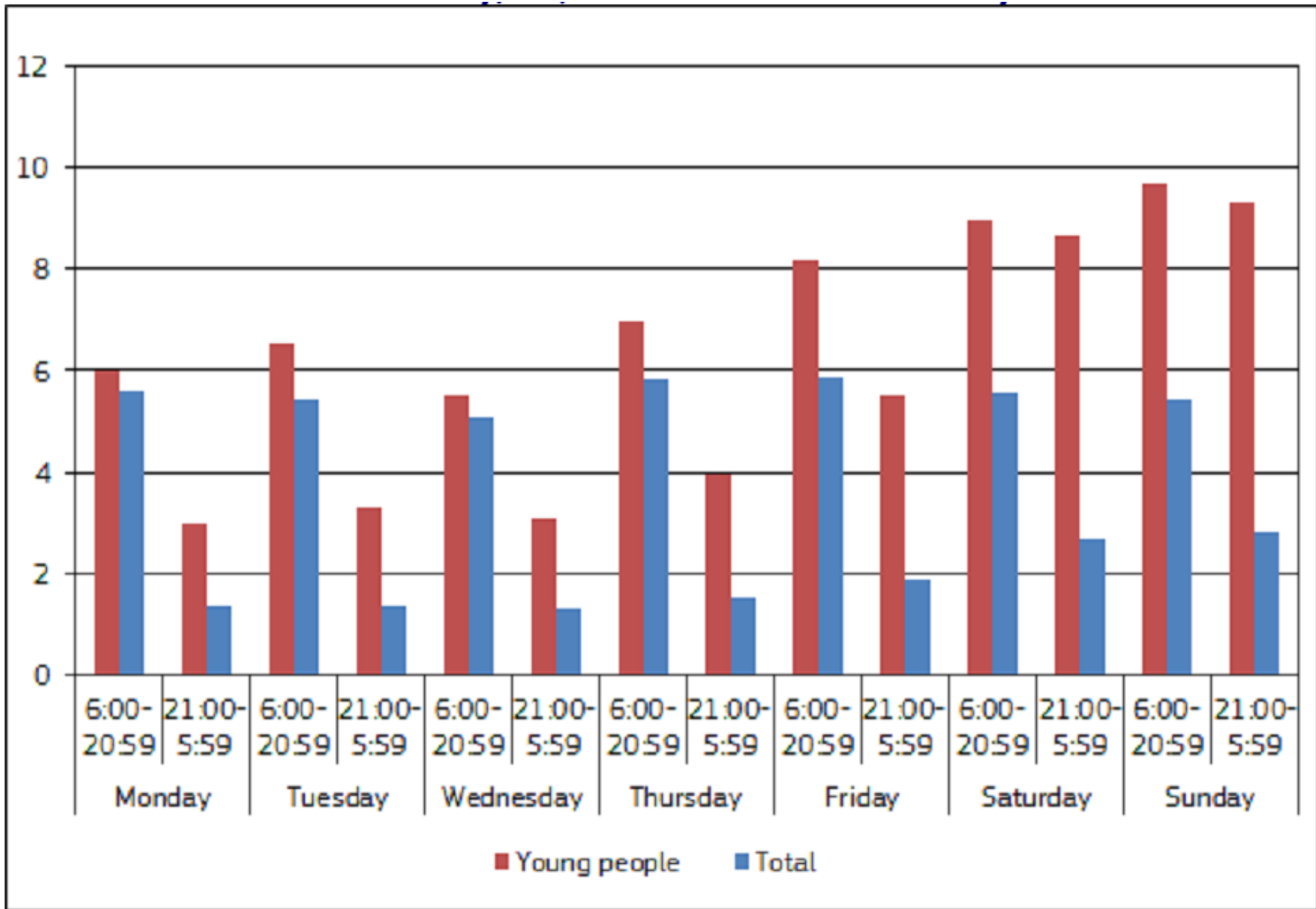
- Age, gender and biology
- A lack of driving and riding experience
- Impairments and distractions
- Vehicle choice and the consideration of safety



Influence age and experience on crash rate



Decrease in the crash rates of novice drivers starting their driving career early and novice drivers starting their driving career later or late



Young people and total death rates per million population by day of the week and time of the day, EU, 2013, or latest available year

3. COUNTERMEASURES AND RECOMMENDATIONS

- A) General safety measures
- B) Training and education
- C) Licensing and testing
- D) Safer vehicles and telematics



A) GENERAL SAFETY MEASURES: EXAMPLES

Common in Europe

- Stricter demerit schemes for young people: analysis shows 15-20% KSI ↓
- Drink and drugs:
 - a lower BAC limit for younger drivers/riders (0.2 g/l) – common across Europe, 14 states have them
 - roadside chemical testing used in UK and seven other countries.
- **Netherlands:** free public transport scheme for 18-24 students led to ↓
- **Norway/Denmark:** advertising campaigns combined with enforcement.
- **France:** speed reduction and technology – French automated speed camera programme. 40% ↓

A) GENERAL SAFETY MEASURES: RECOMMENDATIONS

- Enforcement and strict demerit point systems
- Lower alcohol limits (0.2 g/l)
- Alternative modes of transport/cheaper public transport
- Good information campaigns targeting young people



B) TRAINING AND EDUCATION: EXAMPLES

- **Norway and Northern Ireland** include safety in the curriculum and a focus on driving style in the driving school
- **Germany and Sweden:** adjust licensing to allow for extended accompanied driving
- **Finland and Australia:** improving the quality of accompanied driving
- **Austria:** compulsory post licence training: 28% ↓ in collisions involving young drivers.

B) TRAINING AND EDUCATION: RECOMMENDATIONS

- Encourage more road safety in school curriculums
- Make sure that formal training has *more* than just basic skills
 - Classroom components
 - Especially for riders
- Encourage more informal training and improve quality
- Consider post-licence training in some form

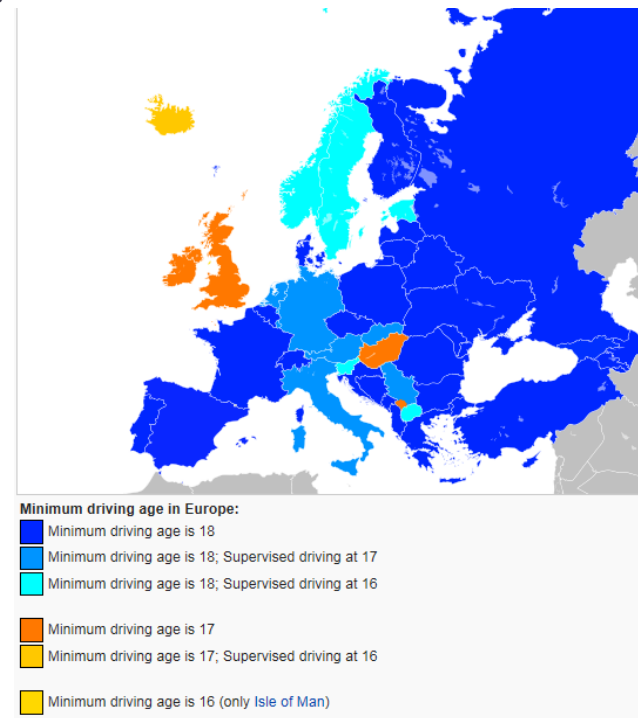


C) LICENSING AND TESTING: EXAMPLES

- **Common in Europe:** majority have licensing age of 18. However, minimum amount of learning time varies.
- **USA/Canada:** Graduated Driver Licensing
 - Lower BAC limit
 - Passenger restrictions
 - Night-time restrictions
- **UK and Netherlands:** Hazard Perception Testing (and Training): 17% ↓ in HPT collision risk
- **Netherlands and Sweden:** self-assessment and reasoning tests before and during practical test

C) LICENSING AND TESTING: RECOMMENDATIONS

- Licensing ages should not be lowered, but consider allowing training earlier
- Graduated Driver Licensing
 - In whole or in part
- Hazard Perception Testing
- Test content, length and location
 - Independent Driving/SatNavs



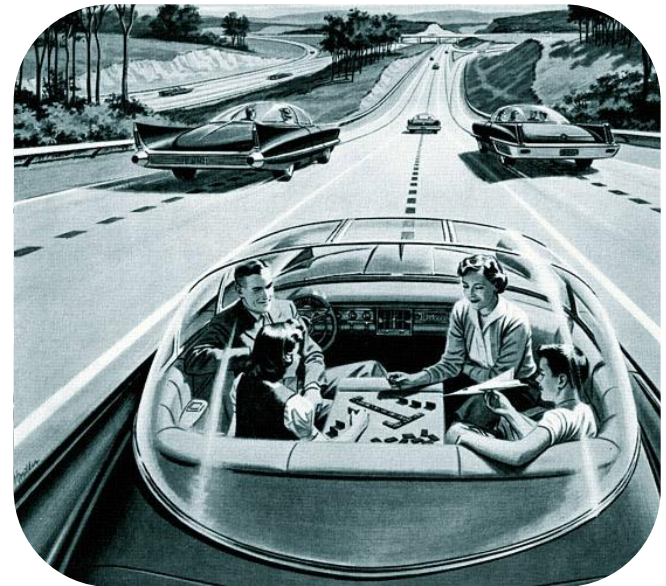
D) SAFER VEHICLES AND TELEMATICS: EXAMPLES

- **UK:** telematics based insurance for young drivers is common
- **Italy:** new cars must be 'telematics ready'
- **Germany:** telematics based insurance emerging



D) SAFER VEHICLES AND TELEMATICS RECOMMENDATIONS

- Encourage safer vehicles/safety technologies
- Telematics insurance
- Autonomous vehicles and their consequences



GENERAL RECOMMENDATIONS

- Further research into young road user risk and its causes
 - Competencies proven to be linked
 - Evaluation of training and education
- Work towards better standardised reporting of statistics by Member States
- Encourage greater sharing of legislation and good practice related to young drivers and riders
- Ensure the EU Driving Licence Directives are updated accordingly
- **Significantly increase the work centred on young riders**

THANKS FOR LISTENING



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