

 **ACCOMPANIED DRIVING**

 **FROM AGE 17**

Practical Feasibility of a New Scheme for Young Novice Drivers in Germany

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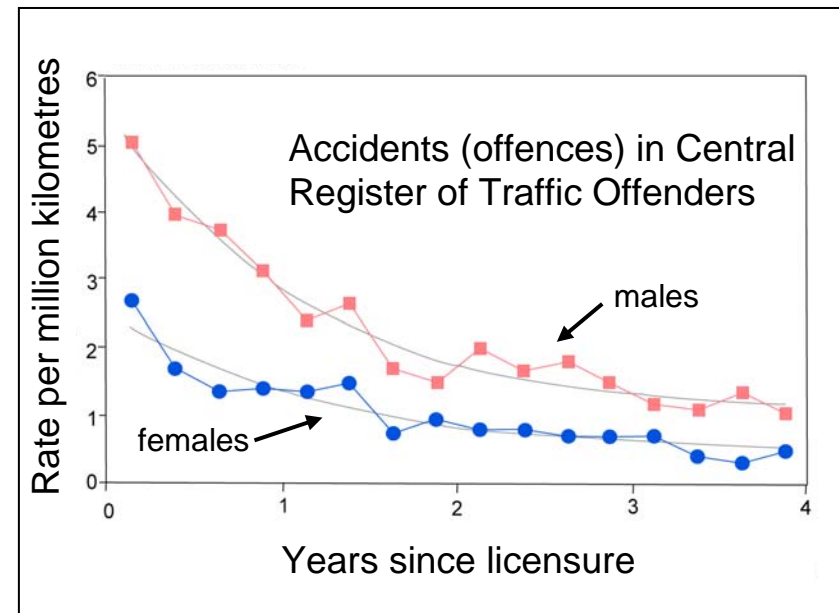
Safety 2010 World Conference

**Thursday 23rd September 2010, 10 a.m., Churchill Auditorium,
Queen Elizabeth II Conference Centre, London, UK**

Highest crash risk of novice drivers

Problem:

- Highest crash risk as a car driver is initially after licensing (in Germany up till now right from age 18 away as „full privileged“ driver)
- Substantial decrease of crash risk with increased driving experience (minus 50% during the first 9 months, minus 90% during the first 2.6 years of driving)

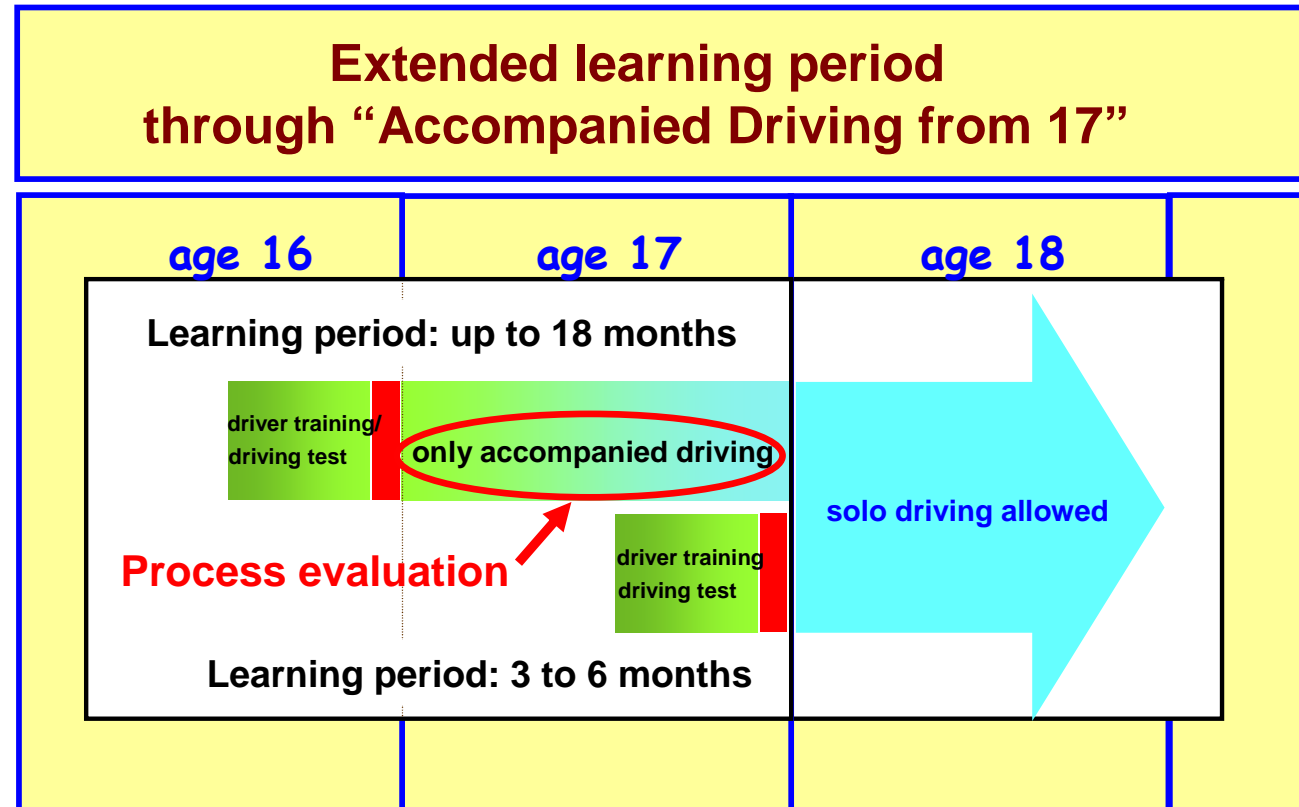


(cf. SCHADE 2001)

Tackling young novice driver risk: Extended learning period through „Accompanied Driving“

Solution:

Extending the relatively short formal driver education in professional “driving schools” by a period in which the novice is only allowed to drive while being accompanied by an experienced driver.



(cf. WILLMES-LENZ 2008: 137)

Pre-conditions to participate in the model

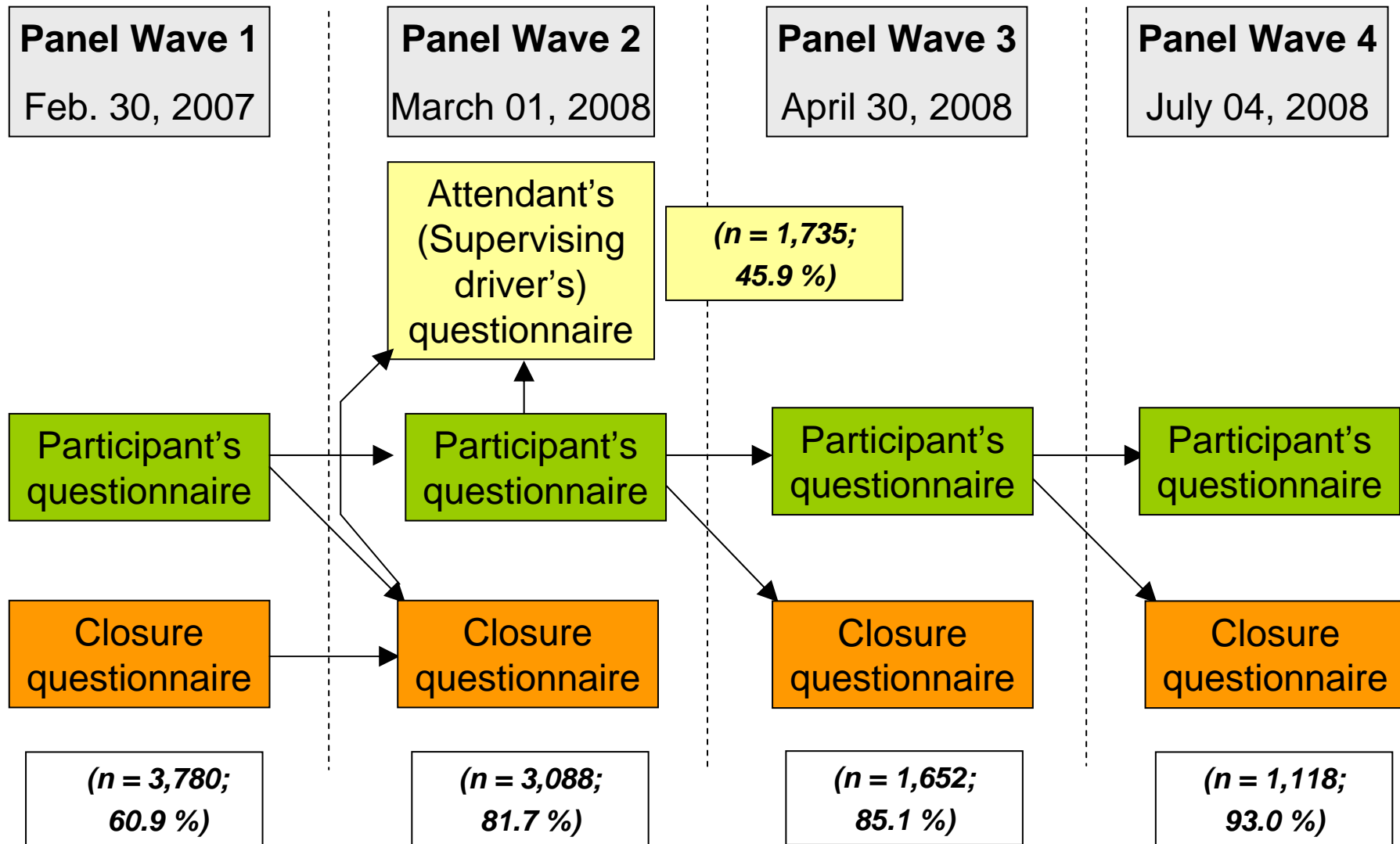
- From the age of 16 ½: Start of the mandatory pre-licence training and education for licences Class B / BE with a professional driving instructor in a so-called “driving school”;
- Passing through the professional “driving school” curriculum;
- Successful passing of the theoretical and the practical licensing tests;
 - ← i.e.: Participants in the model pass exactly the same formal training and tests as regular licence acquirers;
- From 17th birthday: Handing over of a certificate, allowing to drive a car in Germany (licences Class B / BE);
 - ← **Only one constraint:** Driving is only allowed when accompanied by an experienced adult;
- Age of 18: Replacement of the certificate by regular drivers licence (full driving privileges);

Qualifications of the attendants (supervising drivers)

The attendant (supervising driver):

- must be at least 30 years old,
- must have held a valid driver's licence Class B for at least five years,
- must not have more than three demerit points in Germany's Central Register of Traffic Offenders ("traffic-sinner file") and
- must – at the start of the accompanied trip – have a BAC lower than 0.05 gm/100 ml, and must not be affected by intoxicants (illegal drugs);

Chronology of surveys in the panel



Young novice drivers and most frequent attendants (supervising drivers)

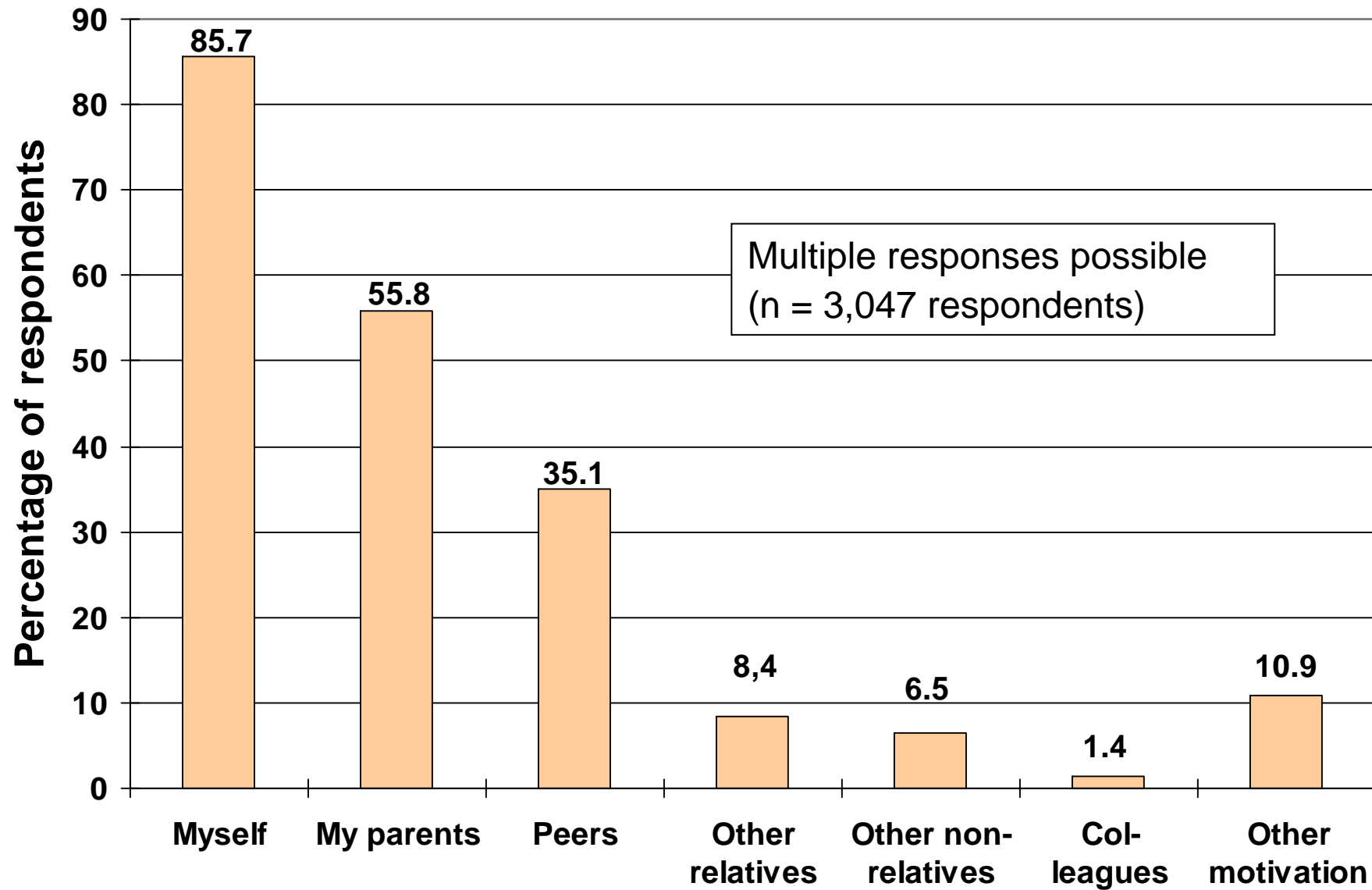
Novice drivers in the sample of the process evaluation (n = 3,780):

- **sex:** 48.5 % male, 51.5 % female;
- **education:** 66.8 % pupils, 31.6 % apprentices

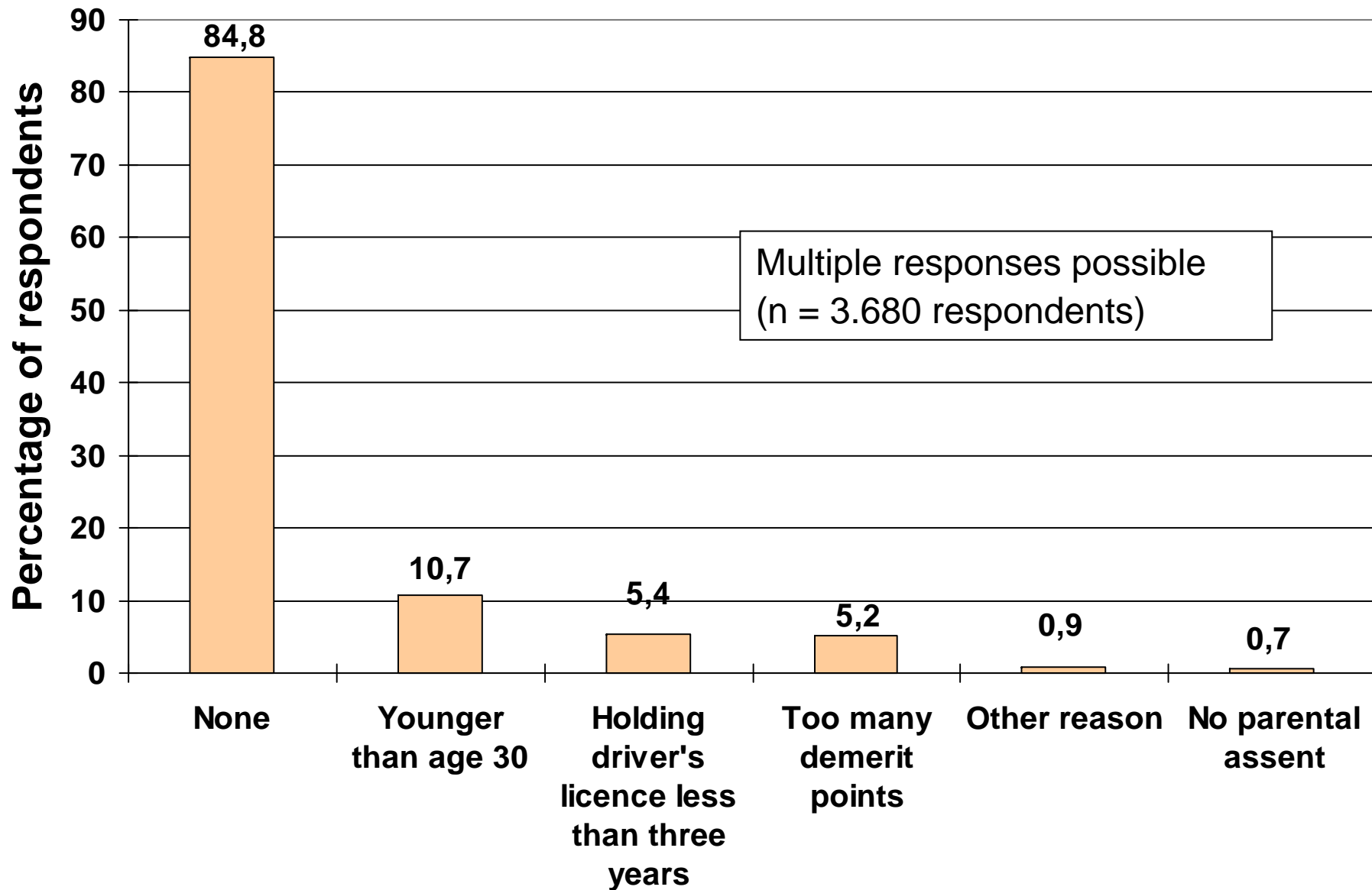
Most frequent attendants (supervising drivers) (according to the youth):

- **female,**
- **40-49 years old,**
- **living in the same household** with the novice driver;
= own mother

Impulse for participating in the accompanied driving model (as stated by the novice driver)



Difficulties in finding an attendant (supervising driver)? (as stated by the novice driver)



Youth: Reasons for delayed driving licence acquisition

- **Time management problems**
(didn't manage it earlier, started driver training later because of lack of time or training lasted longer than planned)
- **Financial problems**
(started driver training later or training lasted longer because of lack of money)
- **Change of mind concerning participation in the model**
(own change of mind or convinced by parents)
- **Lack of support**
(Convincing parents or finding another attendant)
- **„Rest category“**
(other reasons, ignorance about accompanied driving, still got enough time to drive until my 18th birthday)

Youth: Reasons for participating in the model

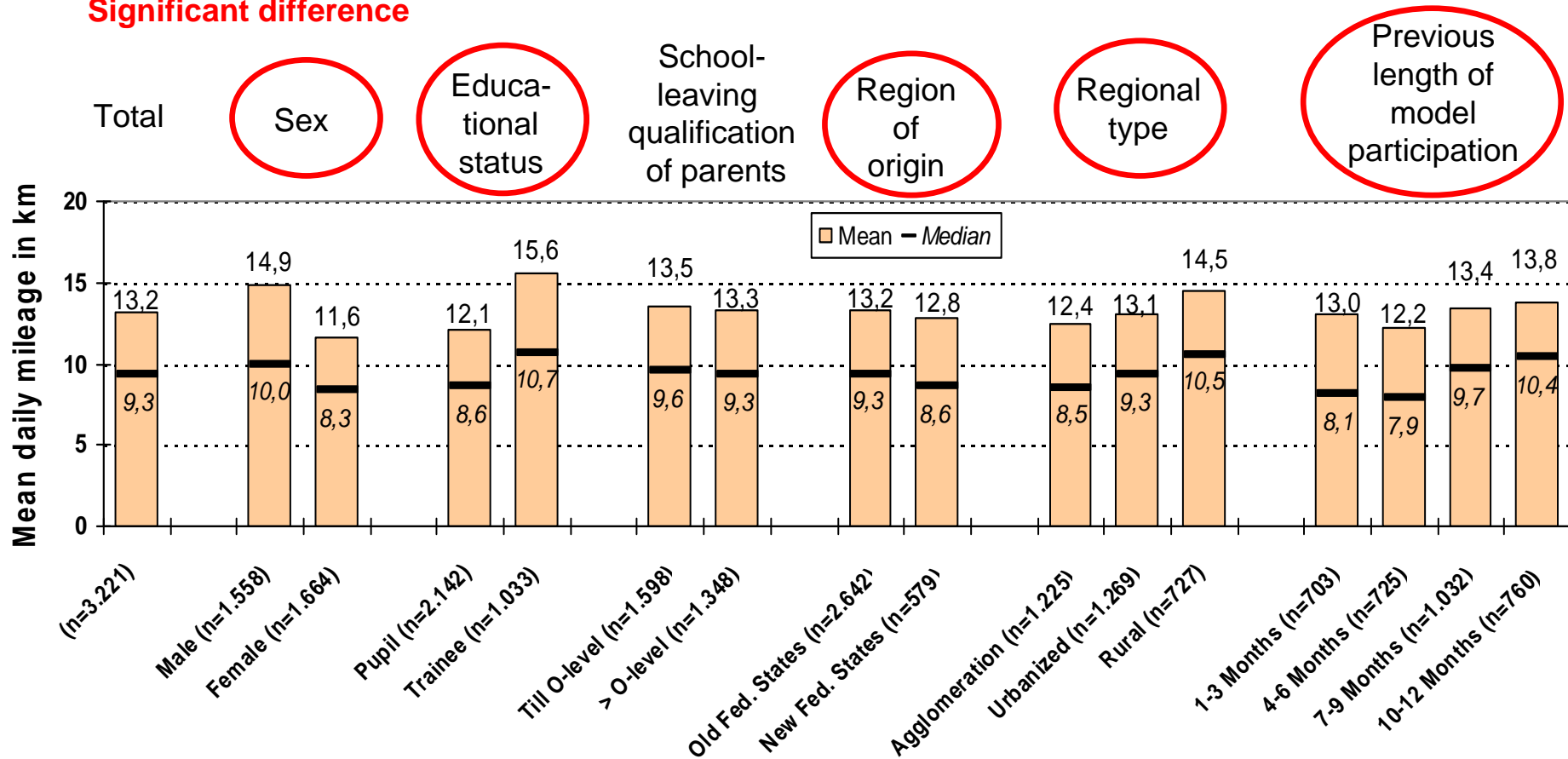
- **Wish to drive a car (instrumental motive)**
[explaining 15.3 % of the variance]
(probation time will end sooner; to sit behind the wheel as soon as possible; driving moped without accompaniment; licensure for certain at 18th birthday; more favourable car insurance tariff)
- **Safety motive *[explaining 13.9 % of the variance]***
(to drive more safely as solo driver later; to feel safer at the start as novice driver; to show parents that I will later drive safe as solo driver)
- **Role model / Temporal equalisation of potential stressors**
[explaining 10.2 % of the variance]
(older siblings / friends already participated; driving test otherwise parallel to much stress in school / vocational training)

Parents: Reasons for participating in the model

- **Help and support for their children [*explaining 14.6 % of the variance*]**
(to help the youth; to let her/him participate in my experience as car driver)
- **Practical reasons [*explaining 14.6 % of the variance*]**
(probation time will end sooner; more favourable car insurance tariff; equalisation of potential stressors in school / vocational training)
- **Safety concerns [*explaining 14.1 % of the variance*]**
(less worries, when youth drives solo later on; to assure themselves, that youth will drive safe and cautious)
- **Popularity motive and role model [*→ 11.6 % of the variance*]**
(good experiences of relatives and friends; family member already participated in the model)

Mean daily mileage of *all* model participants

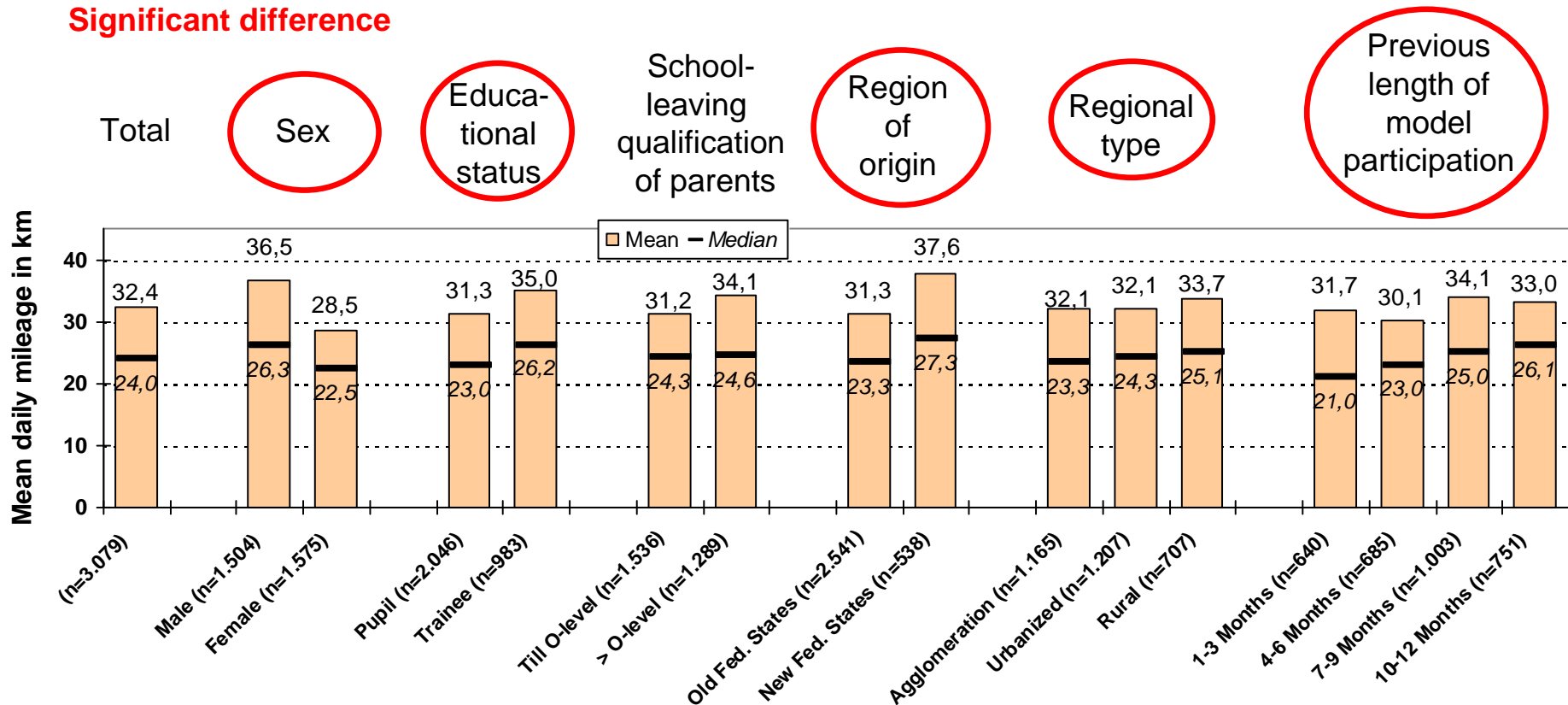
Significant difference



All model participants (including immobile ones);
Questioned at all four panel waves;

Mean daily mileage of *mobile* model participants

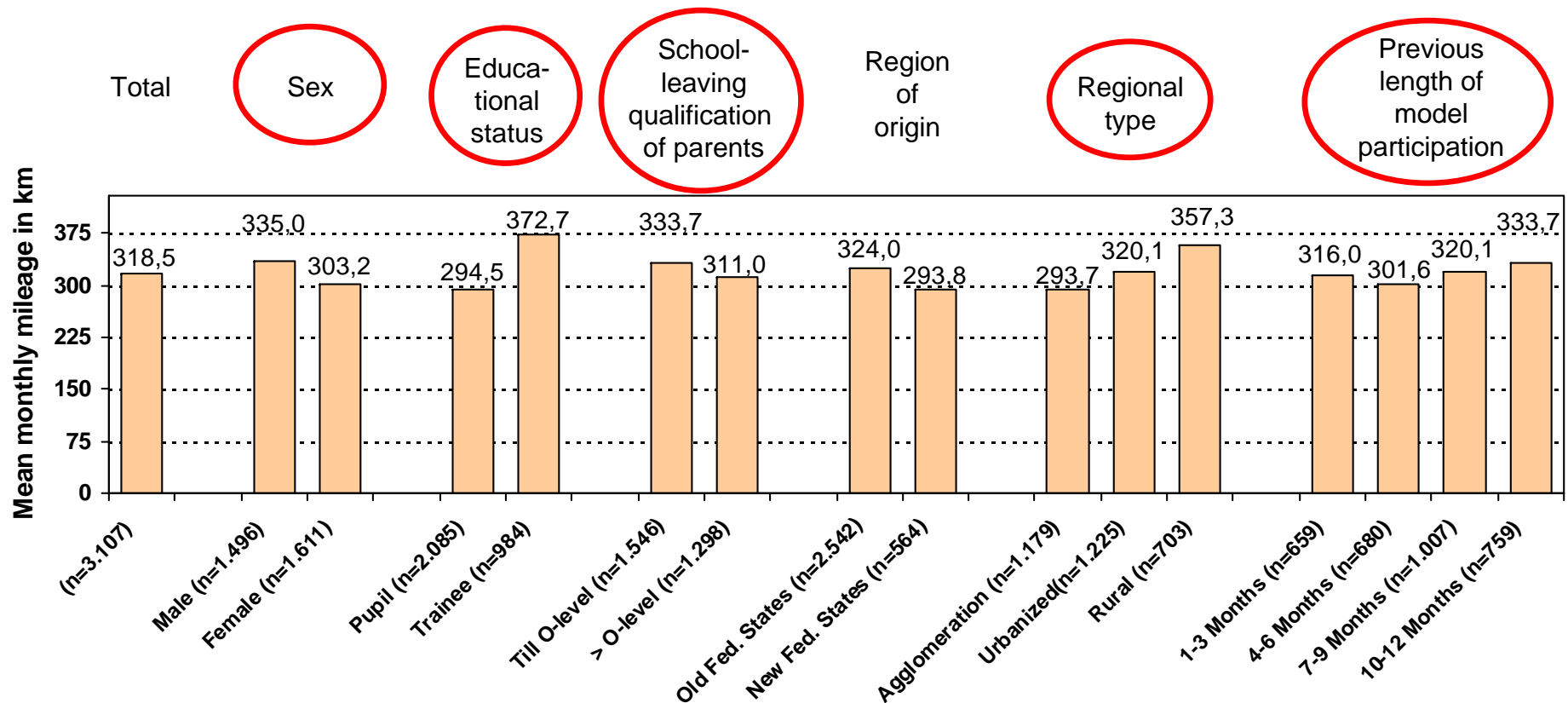
Significant difference



Only *actual mobile* model participants;
Questioned at all four panel waves;

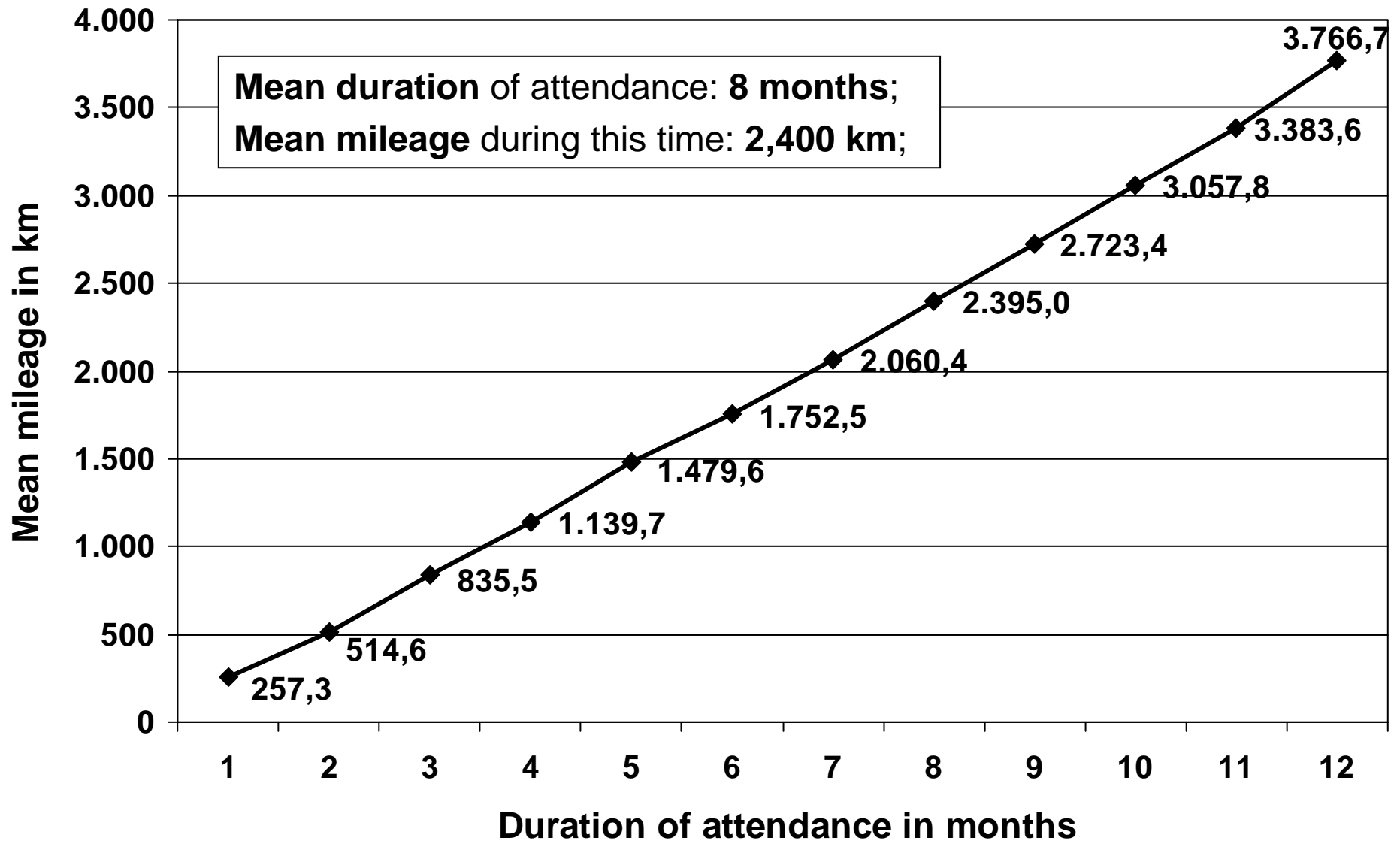
Mean monthly mileage of *all* model participants

Significant difference

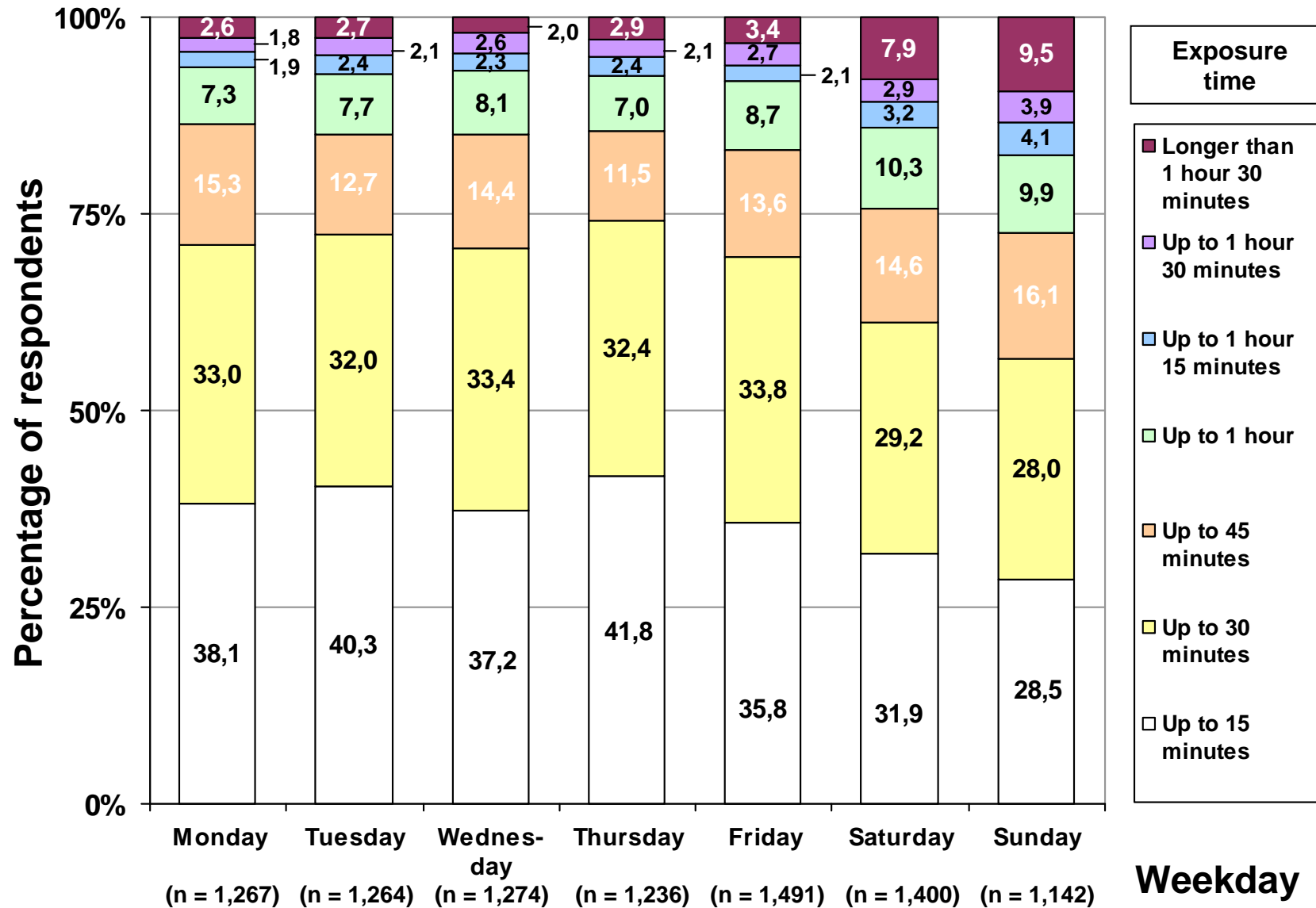


All model participants;
Questioned at all four panel waves;

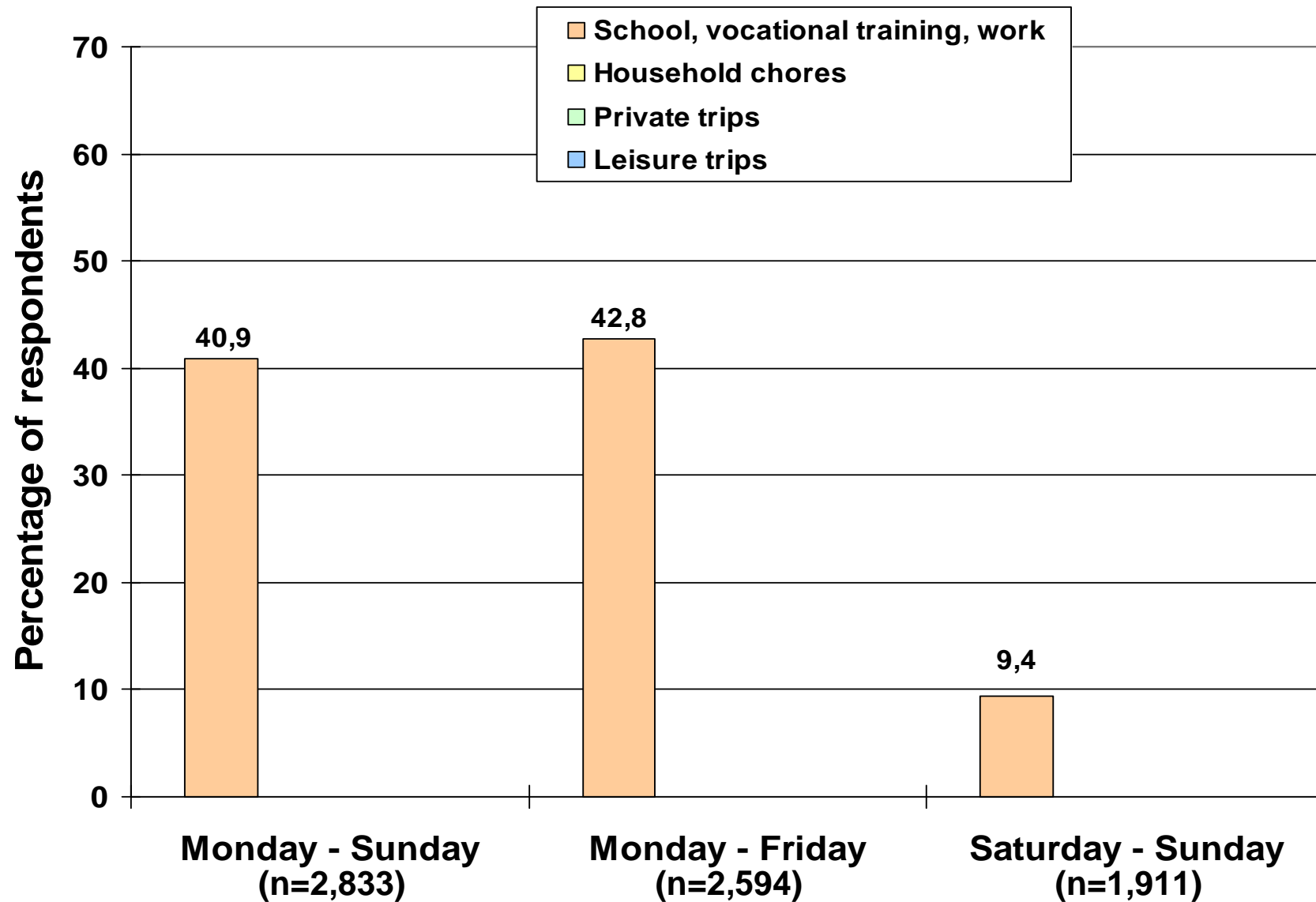
Extrapolation of the mean monthly mileage to the mean total mileage in the model scheme



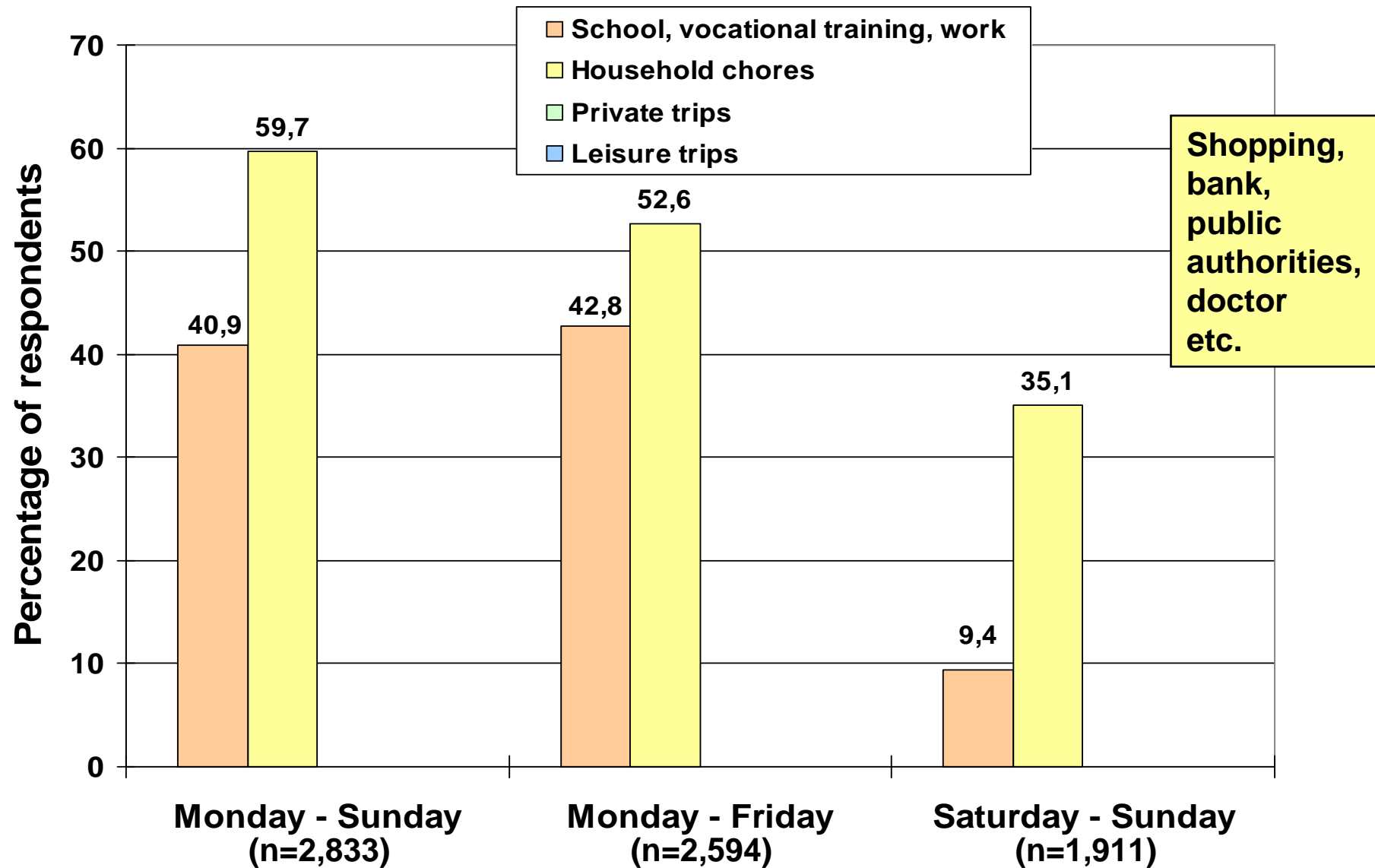
Categories of driving time of the *mobile* model participants – reference week of the 1st panel wave



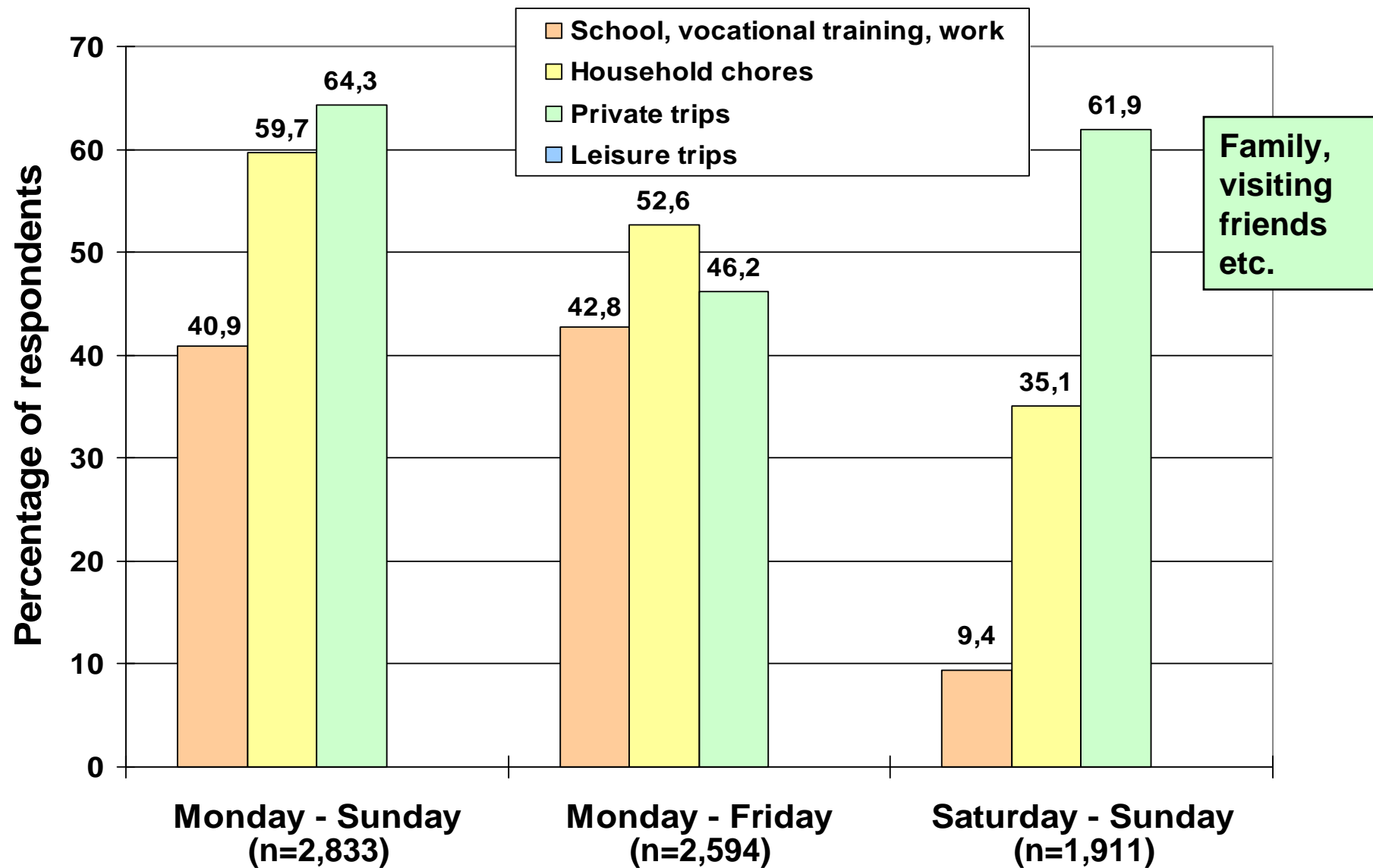
Most frequent destinations of the model participants in the 1st panel wave (multiple responses possible)



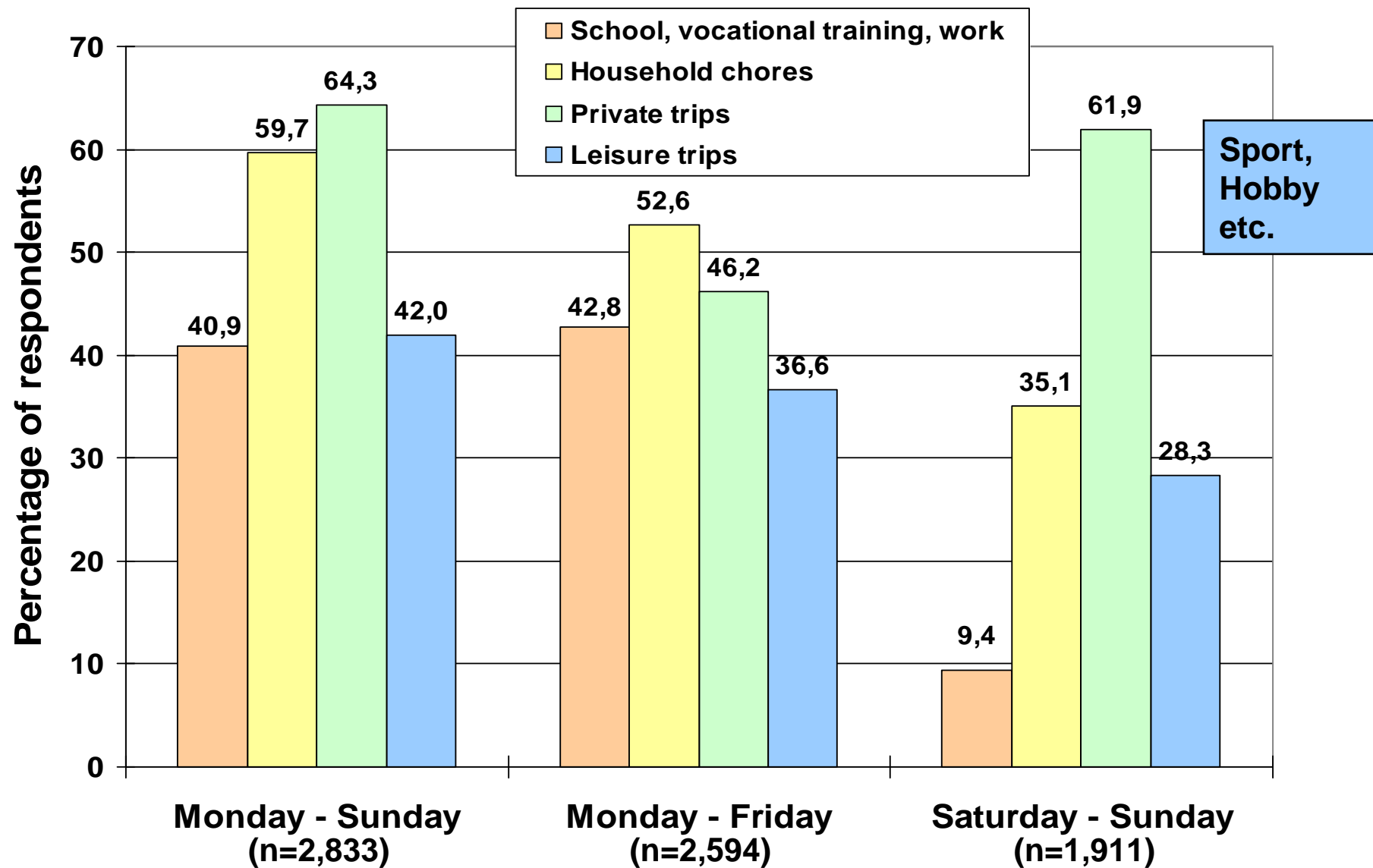
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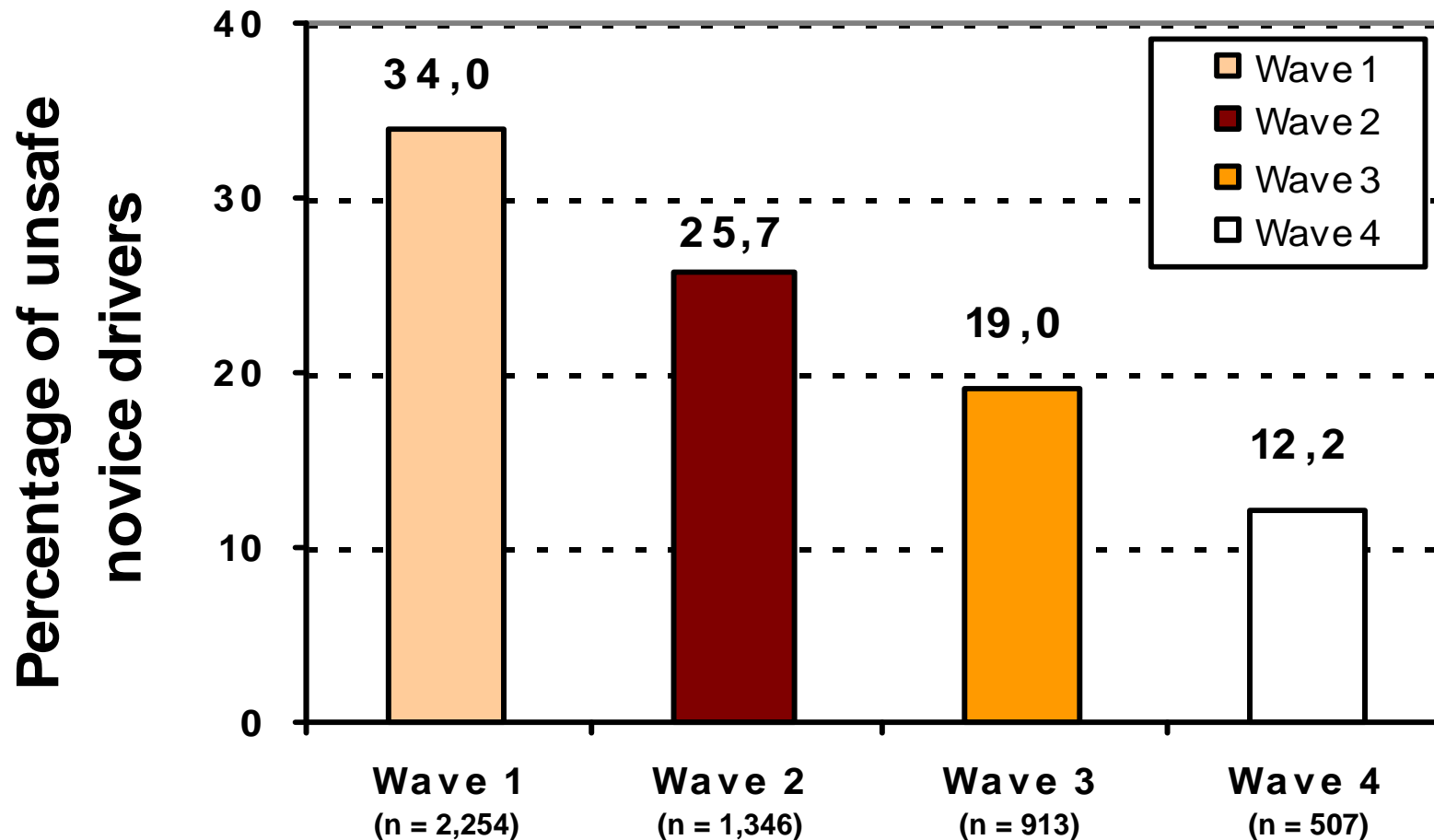
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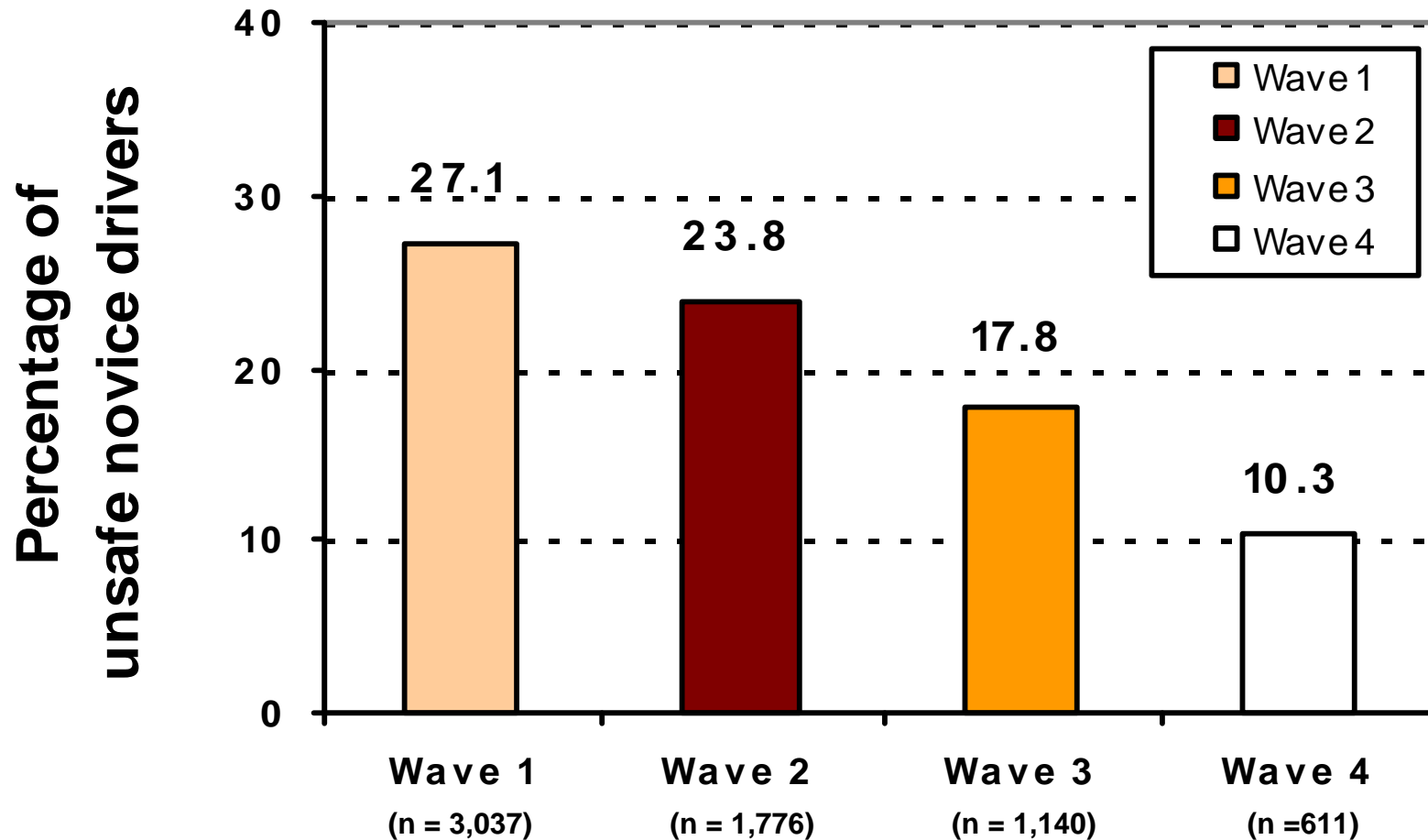


Subjective indicators of building driving experience: During the last four weeks felt unsure ...



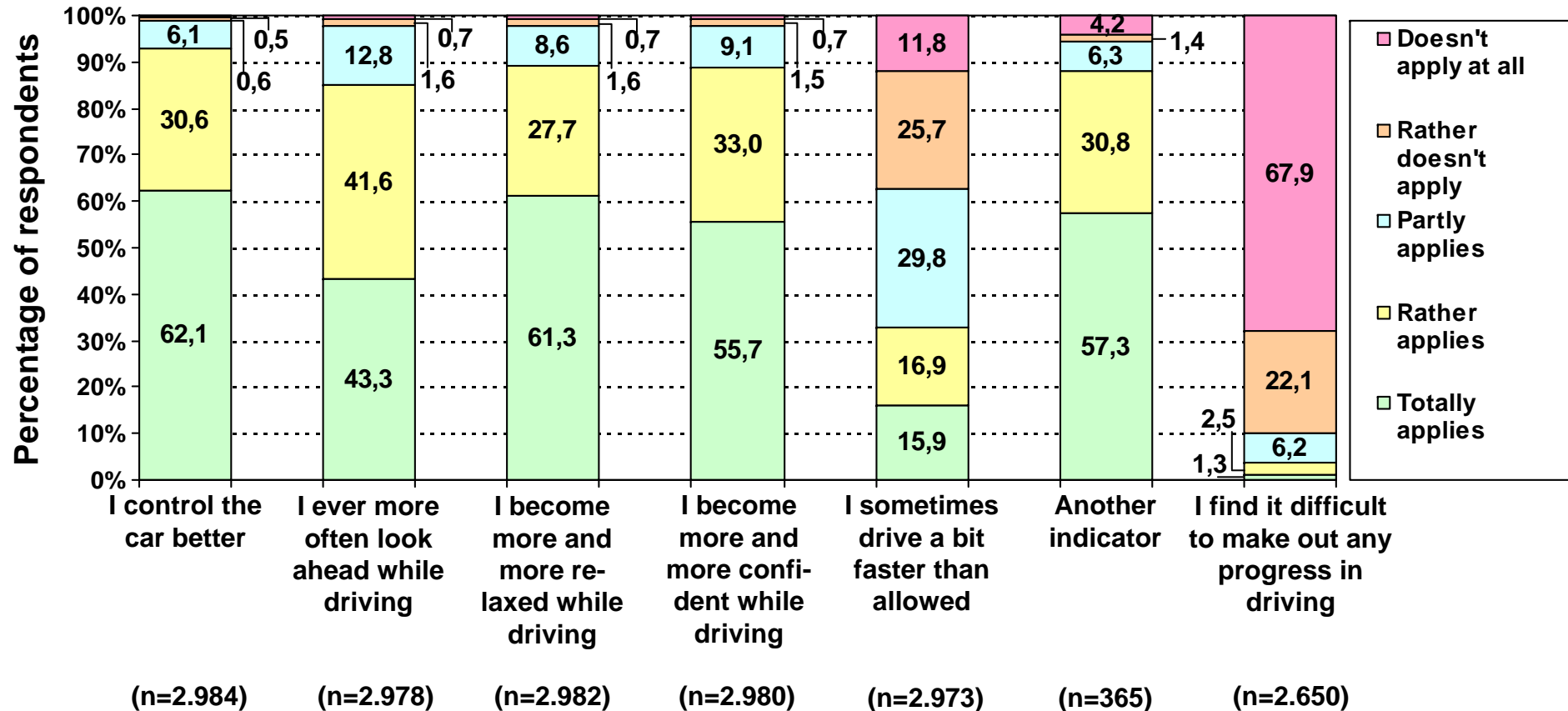
...while rapidly responding
to unforeseen situations

Subjective indicators of building driving experience: During the last four weeks felt unsure ...



...while correctly recognising the intentions
of other road users

Subjective indicators of building driving experience – as seen by the youth



All model participants, 2nd panel wave

Summary (1 of 4)

- **Impetus for participating in the accompanied driving model scheme:**
 - largely from the youth themselves (85.7 %)
 - also by more than half of the parents (55.8 %)
- More than four out of five youth **didn't have difficulties in finding an attendant (supervising driver)**
- **Handing over of the driving test certificate:**
On average 5.1 months after the 17th birthday
← main reason for the delay: problems with time management

Summary (2 of 4)

- **Reasons of the youth to participate in the model scheme:**
 - request to drive a car (instrumental motive);
 - safety concerns; and
 - practical aspects
- **Reasons of the parents (attendants) to participate in the model scheme as supervising drivers:**
 - offering help and support to their children;
 - safety considerations;
 - making use of the practical aspects of the accompanied (supervised) driving model

[reasons all equally prevalent]

Summary (3 of 4)

- **Mileage in the model:**
 - Per day: Ø 9.3 km (all), Ø 24.0 km (mobile youth)
 - Per week: Ø 65.0 km (all), Ø 71.7 km (mobile youth)
 - Per month: Ø 318.5 km
- ➔ **Sample:** approx. **2,400 km** during **8 months**;
- ➔ **Extrapolation** to 12 months duration of attendance (supervised driving): **Potential of approx. 3,800 km**
- **Driving time (exposure duration):**
 - Mostly rather short (up to approx. 30 minutes)
 - At weekend increase of longer trips
- **Destinations:**
 - Mon – Fri: School, vocational training / work, household chores
 - Sat – Sun: Private trips (Family, visiting friends)

Summary (4 of 4)

- **Subjective perception of the youth:**

Strong indicators for building driving experience

Furthermore (as surveyed on the level of the Federal States (the German „Länder“)):

- **Crash data gathered by the police:**

Prevalence of crashes while participating in the model
= very low

→ extremely high safety during implementation of the model scheme

- **Federal Motor Transport Authority:**

Only few violations of the requirement to be accompanied (supervised)

→ **no abuse** of the accompanied driving model

Conclusion

The **accompanied driving model** can be **characterized** by:

- **easy access**

- ← Recommendation:

- To encourage youth – interested in obtaining a full privileged driver's licence at age 18 – to start accompanied driving closer to their 17th birthday;

- **good practicability**

- ← Recommendation:

- To encourage the participants to drive more, together with an attendant (supervising driver);

- **safe implementation**

Thank you very much for your attention!

**For more information and
list of cited literature please contact:**

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