



Reducing Road Deaths among Young People

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German Road Safety Council

ETSC Online-Event, 28th October 2021

VISION ZERO.
Keiner kommt um. Alle kommen an.



Zero alcohol tolerance law for novice drivers and accompanied driving scheme

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Introduction

- **Introduction of the zero tolerance law for novice drivers on 1st August 2007**
 - for novice drivers in the probationary period (2 years)
 - for novice drivers below 21 years of age
- **Results of the 1st evaluation done in 2010 by the Federal Highway Research Institute BASt**
 - Reduction of alcohol-related accidents by -15%
 - Reduction of alcohol-related offences by -17%
 - High acceptance among the target group

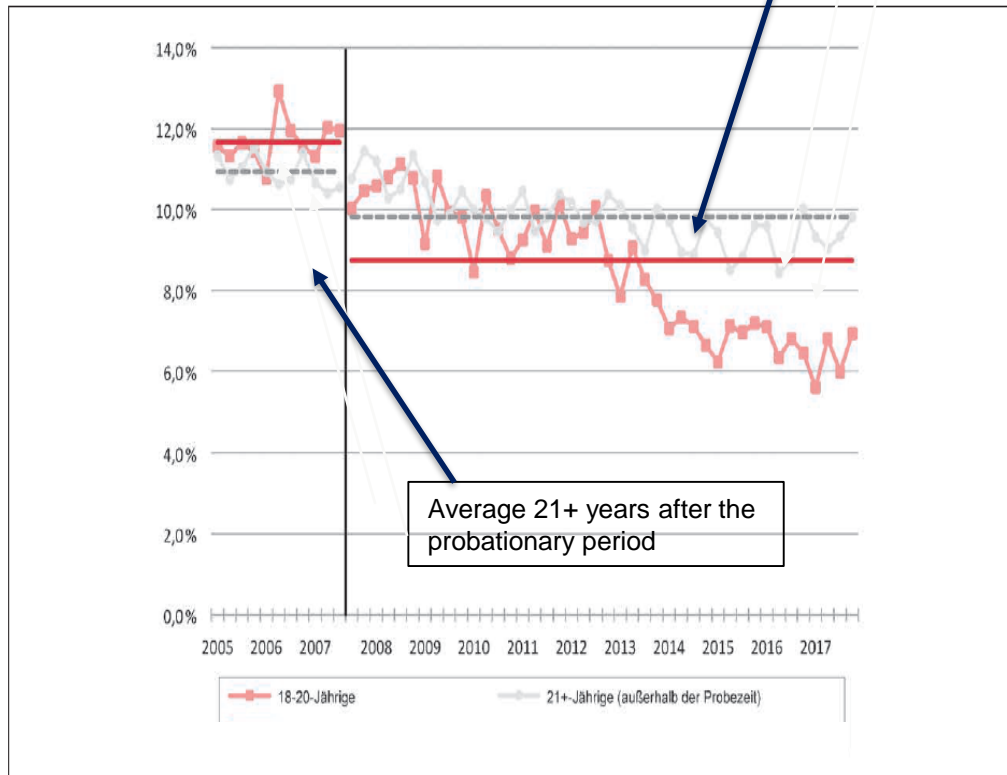
Re-evaluation in 2018:

Maintenance of the methodology of the 1st evaluation

Investigation of the long-term effect and assessment whether the law had a socialising effect regarding young vehicle drivers towards drink-driving

- **Analysis of accident data**
- **Analysis of DUI-alcohol offences**
- **Survey related to acceptance and behavioural intentions**

Results (1)



- Significant reduction of the proportion of novice drivers involved in accidents
before: 11,7%
after: 8,7%
- Reduction of drivers involved in accidents among 21+ years old drivers who passed the probationary period under the influence of alcohol

Results (2)

	< 21 years	≥ 21 years
Alcohol-related administrative traffic offence		
2016 vs. 2007/08	-71,4 %	-39,6 %
Alcohol-related criminal traffic-offence		
2016 vs. 2007/08	-62,5 %	-19,9 %

- Since the data in the offence register does not show information about the probationary period, the data was analysed based on age (below and over 21 years)
- The access of offences in the database before and after the introduction of the alcohol ban law for novice drivers was compared with the data of the access of offences in 2016
- Data of 2016: 50% sample, therefore an extrapolation was needed

Results (3)

The acceptance of the alcohol ban of novice drivers of 2018 was compared with novice drivers of 2008. Those novice drivers who belong to the first cohort (group) of drivers which had to comply with the alcohol ban were asked again in 2018 to analyse a long-term effect.

ND 2008	ND 2018	1st cohort	
95,8 %	97,2 %	98,3 %	Meaningful safety measure
43,7 %	50,6 %	50,3 %	Impairment is higher for ND
12,1 %	8,0 %	---	unjust treatment for ND
---	10,6 %	---	Restriction for the mobility

ND 2008	ND 2018	1st cohort	
5 %	11,4 %	10,9 %	I don't drink alcohol
44,8 %	28,8 %	35,5 %	I drive every day
50,7 %	12,7 %	6,3 %	I waive drinking alcohol to be able to drive

Conclusions

- The first evaluation was confirmed
- Acceptance increased
- Long-term reduction of alcohol-related accidents and offences among novice drivers underline the effectiveness of the ban
- Lasting effect after the alcohol ban period



"Novice drivers in the probationary period: more safety through an extended learning period"

Kay Schulte
German Road Safety Council

ETSC, 28th October 2021

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Risk of young people in traffic 2019

Young people between the ages of 18 and 24 still have the highest risk of being involved in a road traffic accident.

7,6 %

Percentage of total population

11,9 %

Proportion of fatalities (363 young people) - Three crashes of an Airbus 319

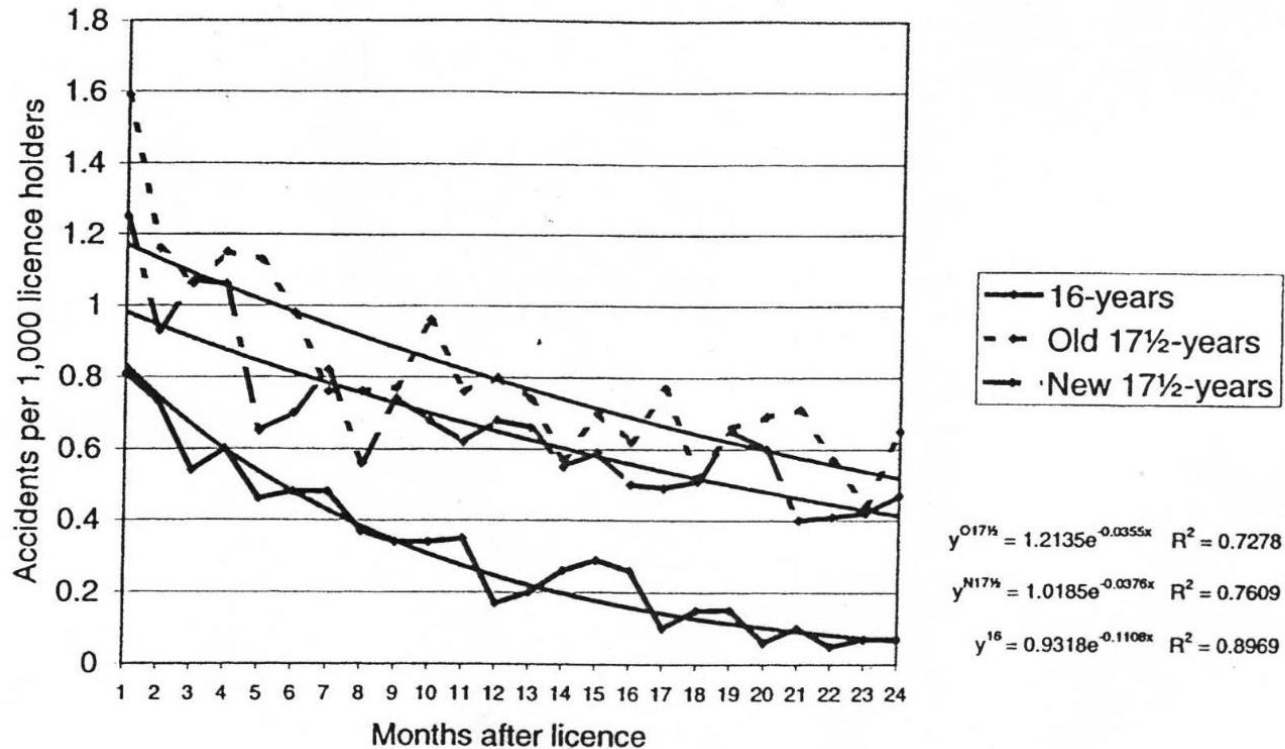
15,5 %

Proportion of injured (59.747 young people)

Destatis: Unfälle von 18- bis 24- Jährigen im Straßenverkehr 2019

BF17 – A model of success

N.P. Gregersen et al. / Accident Analysis and Prevention 32 (2000) 25–35



Learning time extension under dampening conditions



Pilot startet in April 2004

Nationwide introduction Januar 2011

BF17 – A model of success

19% less accident involvement in the first year of driving a car alone

18% less traffic violations in the first year of driving a car alone

Schade & Heinzmann 2011

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Conclusions

- **BF17 – A model of success**
- **DVR wishes to extend to BF16
(extension of learning time)**
- **DVR wishes to have BF17 also for class
C1 and C**

Kontakt

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