

28.10.2021

Kramer Thomas, research associate traffic behaviour

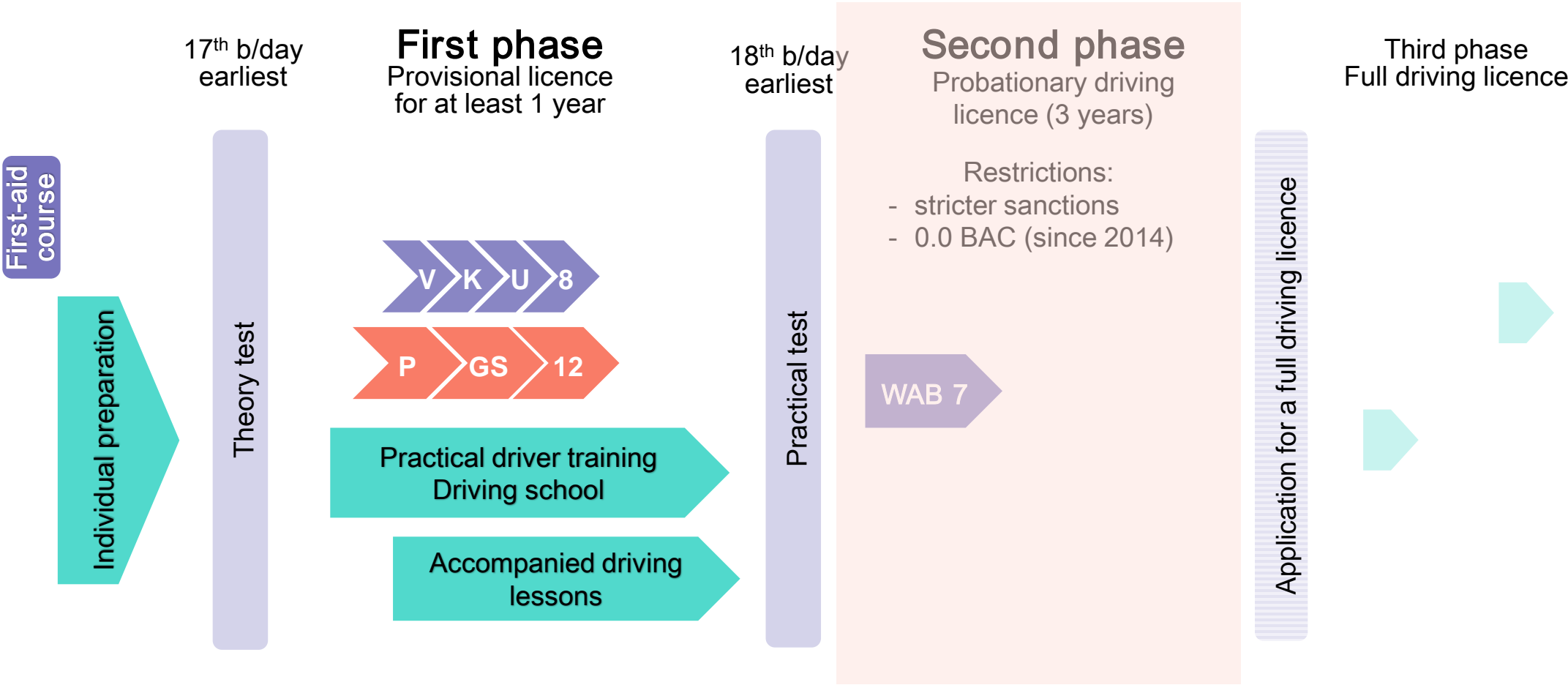
Switzerland's probationary period restrictions

Experiences and reflections

Current state and characteristics of
Swiss driver education
Few mandatory modules
“The fewer, the better”

Current driver education and test system, categories A and B

Few mandatory modules, test-driven learning requirements



Characteristics of the 1st phase (1)

General

- Mandatory modules: car: 8 hrs, motorcycle: 20 hrs
- Test requirements define learning level

Theory elements (car and motorcycle)

- (Too) easy theory test
 - Individual test preparation with online learning tools
- Traffic knowledge course: dense and important content, but no test
 - Traffic knowledge/safety theory
(traffic dynamics, traffic tactics, traffic environment, risk theory)
 - What to do in the event of an accident
 - Emergency life-saving measures
 - Dangers and consequences of the consumption of alcohol, medication and drugs

Characteristics of the 2nd phase (2)

Practical elements

- Practical basic training (motorcycle only)
 - Basics of vehicle handling
 - In-depth training (braking, junctions, bends, defensive riding, risk theory, environment)
- Preparation for practical driving test (voluntary)
 - Driving lessons at a driving school (average car: approx. 25 hrs...)
(Common: “trial runs” on test routes...)
 - Accompanied driving (accompanying driver: >23 years old, 3 years driving licence)
- Practical driving test
 - Varying test levels depending on where the test is taken
 - Strong focus on GDE levels 1 and 2

Second phase of driver education
Probationary driving licence
Advanced driver training course(s)
Findings of the 2013 evaluation
Development since

Elements of the second phase of driver education

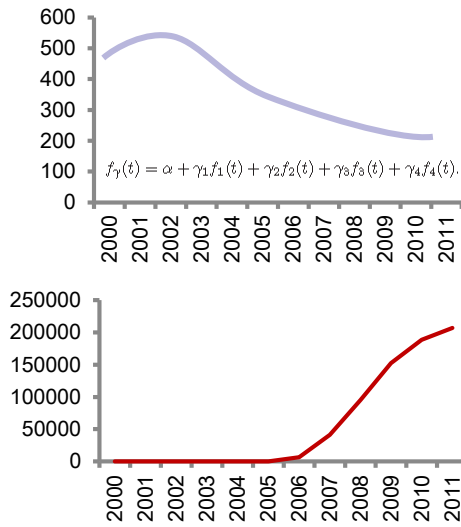
Probationary driving licence (3 years)

- Stricter sanctions
 - 1st revocation (moderate/serious violation): extension probation period (1 year)
 - 2nd revocation: cancellation of probationary driving licence
- Restrictions (since 2014)
 - 0.1 BAC
 - Advanced driver training course (2x8 hrs., only 7 hrs since 2021)
 - Experience driving on a circuit (emergency braking, bends, distance)
 - Drive with feedback, including environmentally-friendly driving
 - Theory: distraction, novice driver accidents, personal driving style



Outcome evaluation 2013

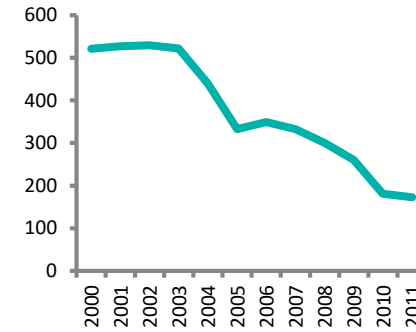
Methodology: Poisson regression analysis



General safety trend

Two-phase training

Accident occurrence



Poisson regression analysis

$$\log(\mu_{it}) = \alpha + \beta i + f_{\gamma}(t) + \delta d_{it}, \quad i = 0, 1, \quad t = 1, 2, \dots, 144.$$

Outcome evaluation 2013

Findings

	Novice car drivers as ...			
	accident victims	parties involved in an accident	at-fault parties (partly responsible)	at-fault parties (mainly responsible)

Casualties

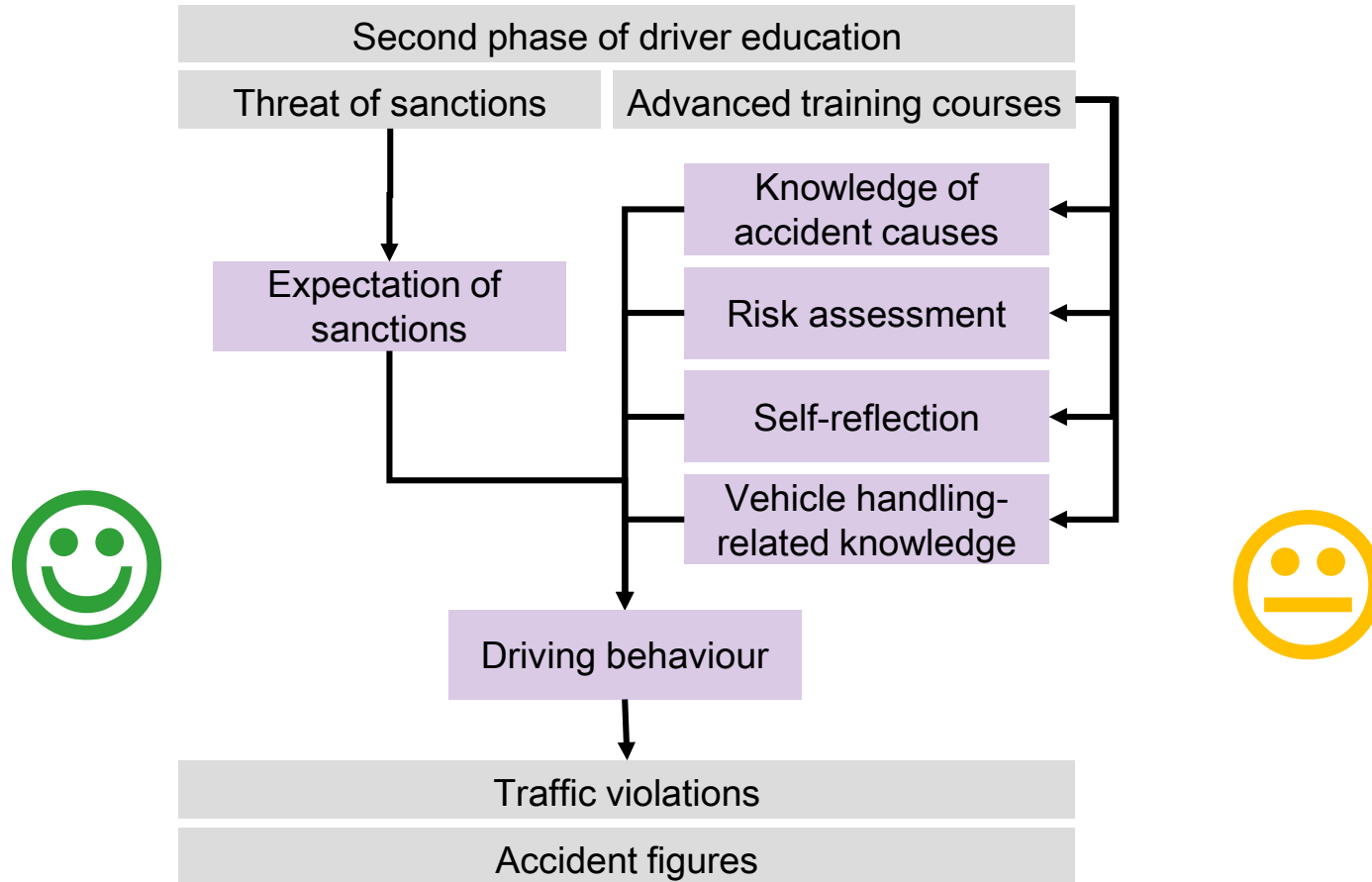
<ul style="list-style-type: none">• light• serious• fatal	-3%	-6% **	-7% *	-7% **
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Casualties

<ul style="list-style-type: none">• serious• fatal	-14%	-12% *	-14% *	-12%
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Impact evaluation 2013

Findings



Evaluation 2013

Conclusions

Repression

Threat of sanctions has a demonstrable effect on safety

Education



Advanced training courses do not promote the hoped-for safety gains

- Driving experiences are engaging but don't have a lasting impact
- Recalled learning matter is rarely from the top levels of the GDE matrix
- Self-reflection is not sufficiently stimulated

Evaluation 2013

Proposals for further development

Optimise advanced driver training courses

- Earlier attendance 
- Revise course content 
- Improve coordination with first phase

Strengthen quality assurance

- Optimise moderation
- Test learning progress

Consider expanding effective elements

- Introduce restrictive elements
- Remedial course after first revocation in the probationary period

Closing remarks

Political climate unfavourable to change

Bottom-up approach

- Training trainee driving instructors
- Advanced training opportunities for experienced driving instructors

More **focus on first phase** of driver education

- Improve quality of practical driver education (GDE 3 and 4)
- Simple message, simple handling
 - “A risk dialogue per driving lesson”
 - Implementation tool for in-car training

If successful

- Involve test authorities



Swiss Council for
Accident Prevention

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Thank you.

28.10.2021
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