

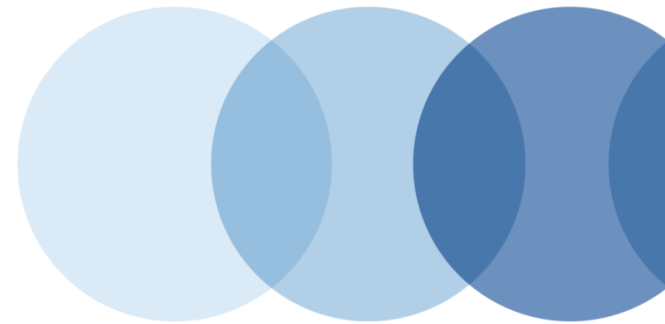
Young Drivers without a Licence



Webinar

Organised by: **CIECA**

Luisa López Leza
April 21st 2021



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MOVING-Presentation:

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Driving without licences

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Bibliography

Who is MOVING?

- ✓ Association of European publishers specialized in traffic, road safety education and in training for non-professional and professional drivers.
- ✓ Based in Berlin. It counts on the representation of members from seven European countries.
- ✓ Promotes the important role of the daily work of driving schools in Europe and its impact on road safety as well as the challenges and struggles that driving schools have to address.
- ✓ Our principal aim is to promote road safety in the European and international roads.

Due to Coronavirus: Driving schools sector has faced decreasing number of students and economic problems.

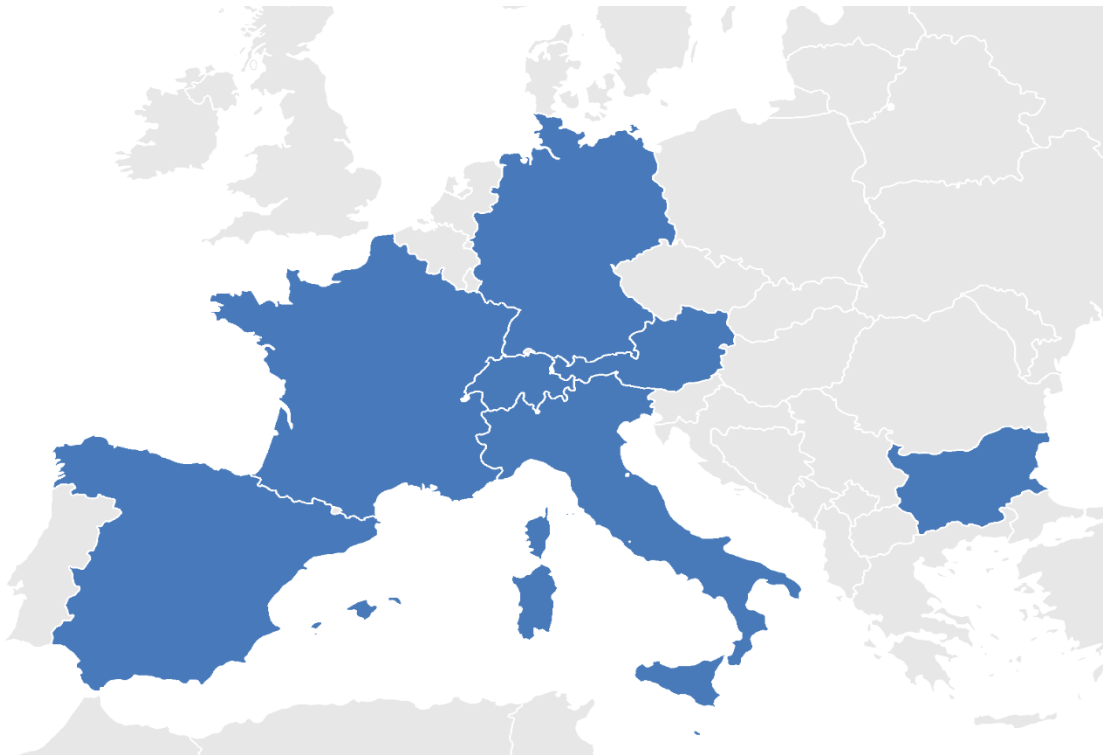
We have reinforced our work, research and promotion of:

- ❖ Modern ICT training tools and methods, (as blended and e-learning) that : have largely proven their efficiency and reliability . These methods should be supported and embraced both: by driving schools and competent authorities.
- ❖ The use of simulators that should be considered as good practice in Europe due to the positive impact in terms of road safety and sustainable driving.
- ❖ Life-long learning in traffic and road safety and the adaptation of traffic and professional education to the new challenges of mobility (autonomous driving, driving assistance devices, virtual reality, ...).

Young Drivers without a Licence



International Road Safety Association e.V.



Members



Member of:



- International Commission for Driver Testing



- European Transport Safety Council



- European Road Safety Charter



- PROFI Pro Fahrer-Image Association

Activities 2020

- Driving School Climate Index
- Surveys on the Coronavirus impact on the German driving school market
- Driving Learners Survey 2020
- New Regional Driving School Reports
- Chart of the Month (EN/DE)
- Vocational test for driving teachers
- Initiative regarding the lack of driving teachers for professional drivers
- Initiative regarding driving without a license
- Various position papers
- Various press releases



Position Papers

- **03/2020 A joint position Paper on possible uses of simulators in driving Driving school training now and in the future (DE).**
- **06/2020 Statement on the Professional Driver Qualification Regulation (DE).**
- **07/2020 Statement on the planned Regulation on the training and testing on motor vehicles with automatic transmission (DE).**
- **08/2020 A joint position paper related to the new possibilities and limits for theoretical driving training in collaboration with the Federal Association of Driving Instruction Associations, Arge TP21, the German Driving Instructor Academy and BAGFA.**
- **On-going Position about “New Driving Licences Directive” (EN).**



Outlook 2021

- Distribution of the MOVING Driving Industry Report 2021 in Germany and Europe
- MOVING Experts Forum “Future of the Driving Schools” in Berlin
- MOVING/BAGFA Symposium regarding driver assistance systems in drivers training
- Publishing of the MOVING Future Study 2020/2021
- Development of Simulator study with IfA
- Participation in the Driving Teachers Congress
- New Charts of the Month
- Half-annual publishing of the MOVING Driving School-Climate-Index
- Further work with the BMVI and the European Parliament
- Joint initiatives with ETSC and CIECA

MOVING Events

1. MOVING Driving School Forum 2019

28.-29.05.2019, Schwielowsee- close to Berlin

- ca. 140 participants
- Title: Future of the Driving School Industry– Visions 2030
- Key-Note Speaker:
 - Dr. e. H. Joschka Fischer
 - Prof. Dr. Dr. Udo Di Fabio
 - Prof. Dr. Stephan Rammler
 - Prof. Dr. Volker Lüdemann



MOVING Events

5. MOVING Experts Forum

Berlin, 24. September 2019

- ~ 80 participants
- **Topic: Possibilities and limits of new drive systems for driving schools**
- **Key-Note Speaker:**
 - Arno Klare, MdB - SPD
 - Cornelius Moll, Fraunhofer Institut
 - Wolfgang Backhaus, Ruprecht Consult
 - Reinhard Jellinek, Österreichische Energieagentur



MOVING Events

Symposium – Professional Driver Qualification in the Digital Age (Initiated by MOVING)

Dortmund, 08.-09. October 2019

- **Main topics:**
 - Experiences with the modified vocational qualification exam
 - E-Learning/Blended Learning in the professional driver training: Opportunities and risks of at least 7 hours of "online" further training
 - Implementation of the EU Directive
 - Individualisation of training and further training for specific applications (e.g. hazardous goods)
 - Impact of the new social legislation on the driver's job



CONCEPT

- ❖ Driving without being succeeded in the rehabilitation test...
- ❖ Driving while withdrawal of driving....
- ❖ **Driving without a valid licence B : never even had a licence.**



- Not included in the Directive 2006/126 EC Driving Licences.
- Depending on national countries records and regulations.
- Driving tests, both the theory test and the on-road practical driving test are intended to exclude drivers from public roads until they possess the competences to drive safely.
- Around 60% of the population of the European Union holds a valid driving licence, representing more than 300 million citizens.

INTRODUCTION

European Legislation

Directive **2006/126/EC** on driving licences
20 December 2006

Transposition by Member States: 19 January 2013

Regulation Issue for driving licences: Art.7 and Annexes II and III

Directive **2012/36/ EU** on driving licences
19 November 2012

Transposition by Member States: 31 December 2013

Regulation Issue for driving licences: Adaptation of the contents of driving licence test C1, A1 and A2, C and D in the light of the technical progress, etc.

INTRODUCTION

Driving licences shall be issued only to the **applicants that have passed:**

- A test of skills and behaviour and
 - A theoretical test and
 - Medical standards.
- ✓ The requirement for drivers to possess a current licence is a key foundation in most safe road transport system, and this necessitates drivers demonstrating **their ability and motivation to drive competently.**
 - ✓ The licensing system is the main method for jurisdictions to meet their obligations to ensure **that all drivers are medically fit and able to drive independently, competently and safely.**

INTRODUCTION

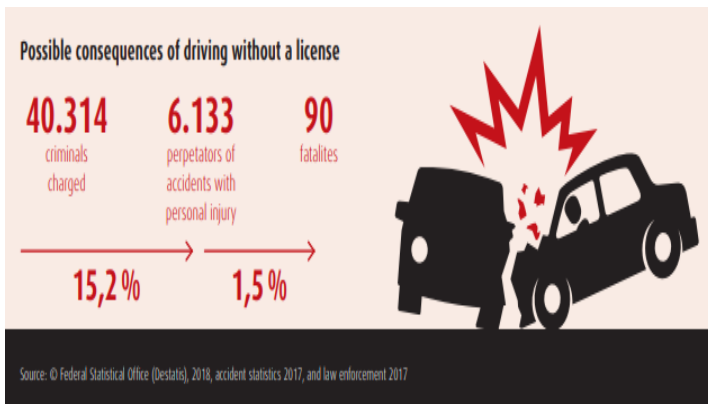
- ✓ Although the Directive 2006/126/EC has brought some standardization to the use of theory tests and practical tests across Europe, a number of areas of variability remain.
- ✓ In particular, hazard perception testing across Europe is rare.
- ✓ In addition, the pace of technological advancement is fast, and testing is not keeping up with this.
- ✓ The evidence also shows that age and inexperience are still the dominant factors impacting on the collision risk of young and novice drivers.

INTRODUCTION. EX-POST EVALUATION DIRECTIVE 2006/126 EC.

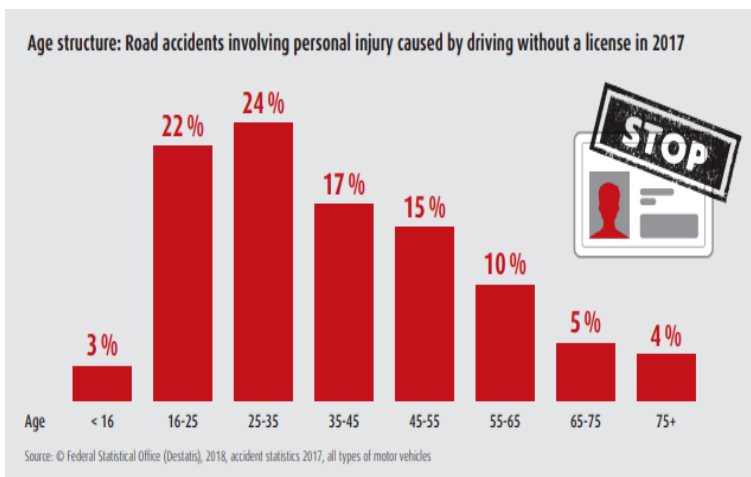
- ✓ When the Directive was fully in place (2013-2018), the reduction in the drivers 18-24 fatality rates is 22%.
- ✓ The overall reduction trend of the fatalities of the drivers 18-24 is greater than the other age clusters fatality figures, indicating that the effect of the Driving Licence Directives on the novice drivers is significant.
- ✓ Age limits across categories vary considerably across Member States and there are differences in the application of accompanied driving across the Member States.

▪

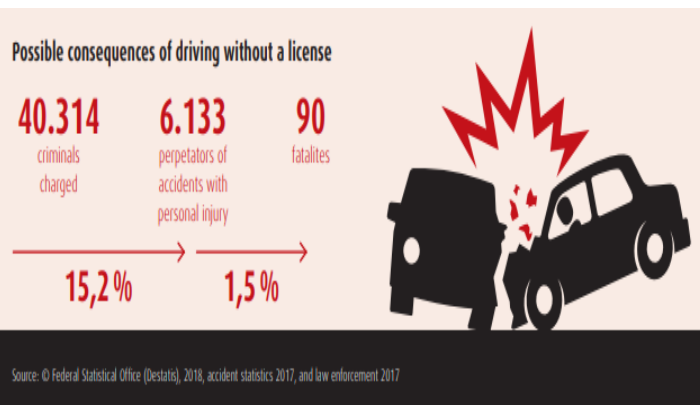
Driving without a licence. Germany



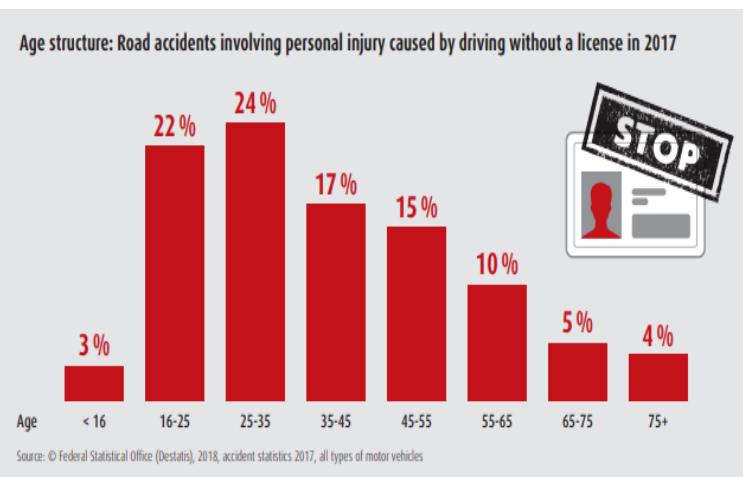
- “A societal problem. In 15% of the cases that a vehicle gets driven without a valid driver’s licence, it may lead to an accident.
- 1,5% of which may even end fatally”.
- A quarter of the Germans who caused an accident were between 25 and 35 years old.



Driving without a licence. Germany

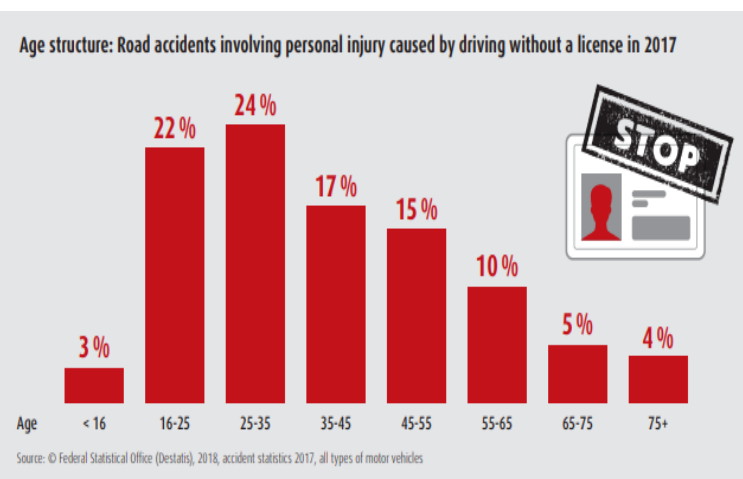
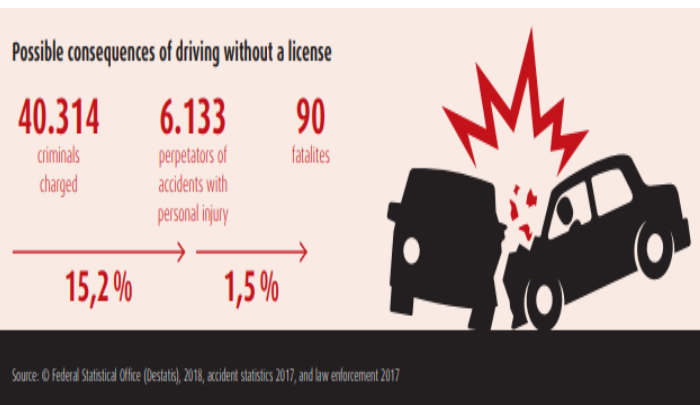


- 22% between 16 and 25 years old.
- It is not only a problem in the young age groups
- Even if the number of road traffic accidents perpetrators decreases with increasing age, drivers between the ages of 35 and 45 still account for 17 %.
- The age group between 45 and 55 years was 15 %.



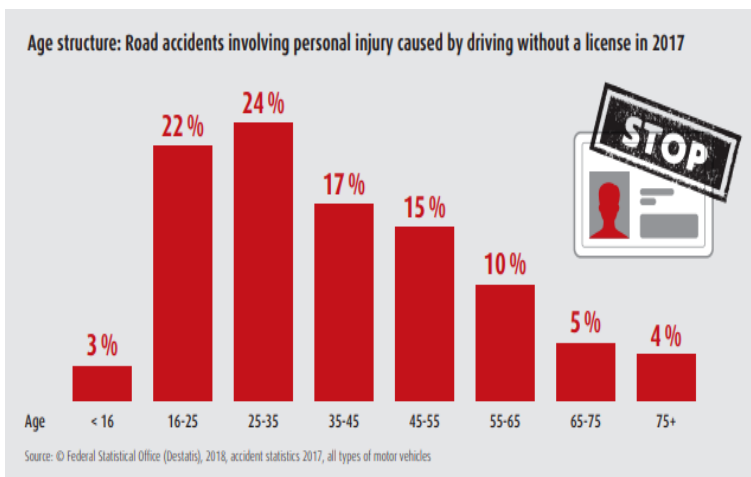
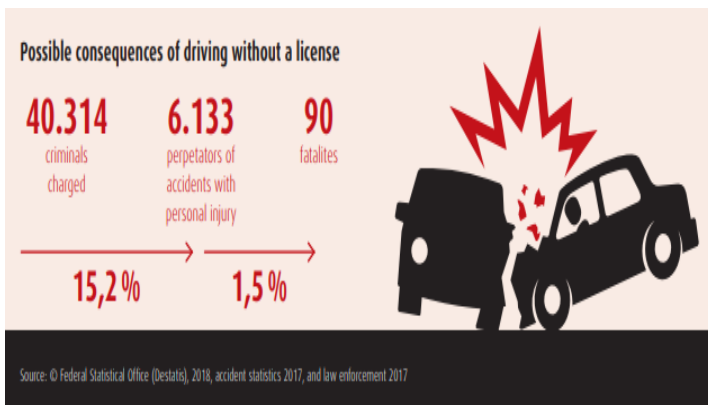
Driving without a license. Germany

- Only from the age of 55 the proportion decreased significantly.
- In 2017, a total of 2% of all accidents in which people were injured or even killed were caused by drivers without a driving license.



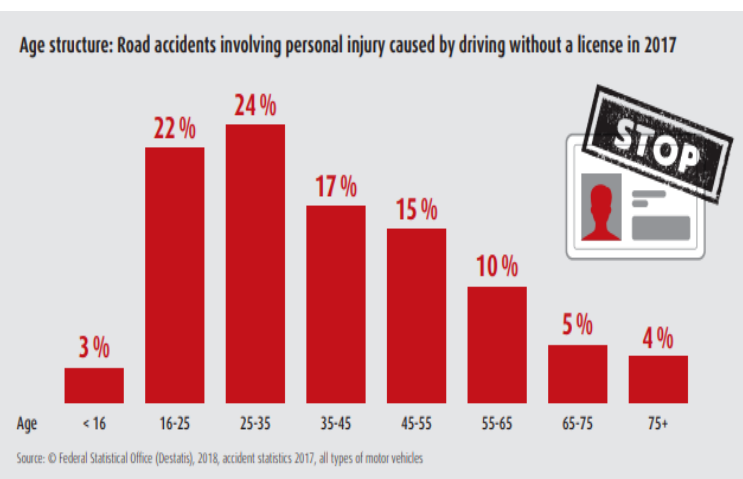
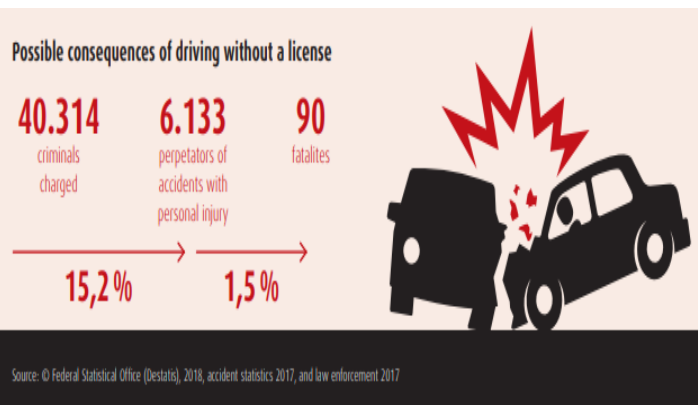
Driving without a license. Germany

- Study by Prof. Sturzbecher "Youth in Brandenburg" (2017).
- ✓ Surveys 2010-2017.
- ✓ There was no decrease in the current survey wave compared to 2010.
- ✓ The 15- to 17-year-old youths continue to emerge as a special risk group:



Driving without license. Germany

- Study by Prof. Sturzbecher "Youth in Brandenburg" (2017).
- ✓ The 15 to 17 year old:
- ✓ 29.6 % of the youths in this age group have driven a vehicle without a driving licence at least once in the last 12 months.
- ✓ The proportion of young people decreases significantly after they reach the age of majority.



Driving without license. Germany

Study by Prof. Sturzbecher "Youth in Brandenburg" (2017).

	I have been in last 12 months...					
	No		Yes, once or twice		Yes, thrice or more	
	2010	2017	2010	2017	2010	2017
driven a moped/motorbike/car without a driver's licence	79,6	78,7	12,2	12,3	8,2	<u>8,9</u>
drunk, driving a moped/motorcycle/car.	89,3	93,6	8,7	5,1	2,0	1,3

Driving without license. Germany

Study by Prof. Sturzbecher "Youth in Brandenburg" (2017).

- ✓ The young people were also asked whether they were alone or together with others in their driving..

	Were you alone or with other people?					
	Yes, I was alone		Yes, I was with other people		Different, sometimes alone, sometimes with others	
	2010	2017	2010	2017	2010	2017
driven a moped/motorbike /car without a driver's licence	20,4	10,7	54,9	<u>67,7</u>	24,7	21,6
drunk, driving a moped/motorcycle/car.	48,8	39,3	29,0	41,5	22,2	19,2

Driving without license. Germany

Study by Prof. Sturzbecher "Youth in Brandenburg" (2017).

Concerning young people alone / together in their driving.

- ✓ Both when driving without a driving licence and when driving under the influence of alcohol, the proportion of "solo acts" decreased and the proportion of "group acts" increased significantly.
- ✓ A differentiated analysis of the data provided by young people by age group shows that the over 18s are more likely to drive alone (43.9%) than together with other persons (36.0%), while the opposite is true for younger young people.

Data collection in other European countries. Difficulties in the majority of the countries:

- ✓ No distinction by categories (licences, assumptions...). Different criteria to process the data depending on the country.
- ✓ Access to updated data
- ✓ Contrary to The Road Traffic Act of the different national regulations.
- ✓ There is no mechanism to confirm the total number of drivers actually driving without a licence as the driver must be convicted in court before it is included in the records.
- ✓ **The only detail recorded is the number of drivers who have been charged within the court system of driving without a Driving Licence.**

Data collection in other European countries.

❖ France

- ✓ 4.6% of drivers involved in fatal accidents and
- ✓ 2.7% of those involved in collisions were driving without a valid licence.
- ✓ These proportions have increased by 2.2 and almost 1 respectively since 2000.
- ✓ 211 fatal accidents, or 6.8% of all fatal accidents, involved a driver without a valid licence; they resulted in 237 deaths.
- ✓ **The proportion of unlicensed drivers among drivers involved in accidents is higher for young people:**
 - .- it is 4.3% for 18-24 year olds and
 - .- 3% for 25-44 year olds,
 - .- It does not exceed 1.4% after 44 years of age.
 - .- 59% of drivers involved in accidents without a valid licence drive a car
 - .- 34% drive a motorcycle.
- ✓ **A total number of valid licences of around 38 million. Estimation: about 680,000 people would drive without a licence in France.**

Source : ETSC. European Transport Safety Council. 2018

Driving without license. Data collection in other European countries.

❖ Austria:

- ✓ 26 000 drunk drivers lose their licences annually,
- ✓ 7 000 of those continue to drive without their licence.

❖ Belgium:

	2009	2010	2011	2012	2013	2014	2015	2016	2017
Driving while withdrawal of driving licence	1 378	1 543	1 760	1 642	1 641	1 794	1 724	1 833	1 619
Driving without a valid permit (or never even had a permit) or attest	7 722	8 144	8 747	9 159	9 626	15 116	13 280	13 717	13 806
Driving without being succeeded in the rehabilitation tests	262	373	509	699	812	955	1 086	1 331	1 199

Driving without license. Data collection in other European countries.

❖ Italy:

- ✓ Driving without a licence 0,25% of all traffic offences recorded by the Police.

❖ Portugal:

- ✓ Number of traffic offences involving driver without a licence: 11 418

❖ Luxembourg:

- ✓ Total fined without a valid driving licence: 644
- ✓ Various reasons: as driving despite driving ban or driving with non-valid licence could also be those who have not the licence.

Driving without license. Data collection in other European countries.

Norway:

2016	2017	2018
12363	11257	10846

Spain:

	2015	2016	2017	2018	2019*
Yearly number of fines	874 808	949 598	973 902	1 328 022	585 066
Fines for driving without a licence	13 116	13 886	12 516	13 513	5813
Percentage	1,5	1,46	1,29	1,02	0,99

Source : ETSC. European Transport Safety Council. 2018

Reports

The possibility of buying a driving licence:

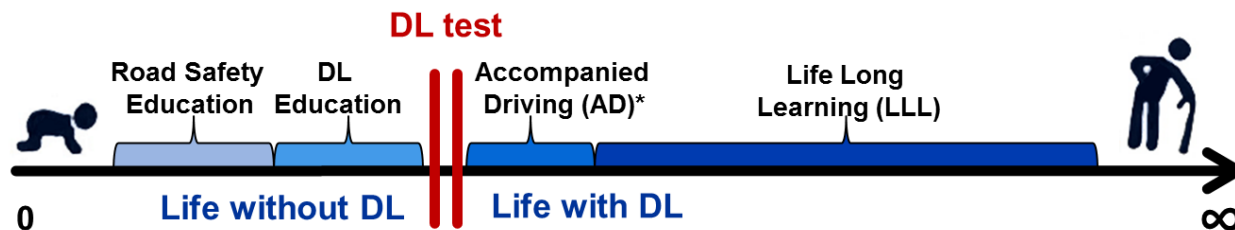
- Advertising in different websites.
- Without practical, theoretical test, no medical requirements.
- Illegal licences
- In practical sense: a new category of driving without a “licence”.

CONCLUSIONS

- **CAMPAIGN**
- **DECLARATION. NO to drive without a license.**
- **COLLECTION OF DATA IN DIFFERENT EUROPEAN COUNTRIES**
- **EUROPEAN ACTION IS NEEDED**
- **LIFE LONG LEARNING EDUCATION IN DRIVING**

Young Drivers without a Licence

Promotion of road safety education and supporting the idea of lifelong learning.



*“The foundation of every state is the education of its youth.”
Diogenes*

- ✓ All Member States have set a minimum age at which learners can take the driving test and at which they are allowed to drive independently without a supervisor.
- ✓ **Pre-driver education programmes are not part of the licensing system.**
- ✓ “To raise awareness of the road environment and the complexity of driving among young people before they begin to learn” (Senserrick, 2007).
- ✓ **Attitudes that promote safe driving, and can be part of a pre-driver education system.**

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Young Drivers without a Licence



International Road Safety Association e.V.

Thank you for your attention

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