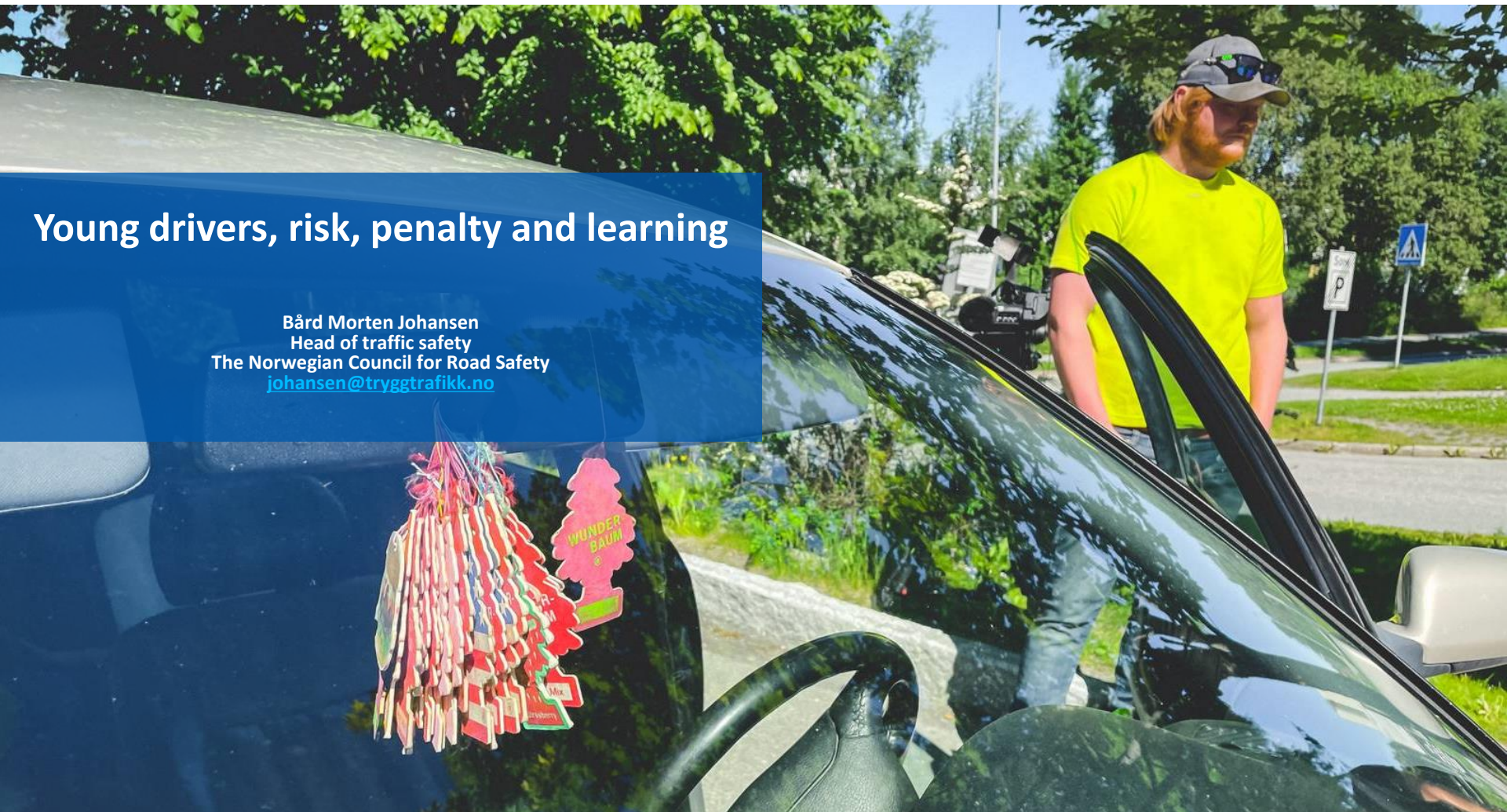


Young drivers, risk, penalty and learning

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Head of traffic safety
The Norwegian Council for Road Safety
johansen@tryggetrafikk.no





National action plan for road safety 2022-2025 – measure no 62

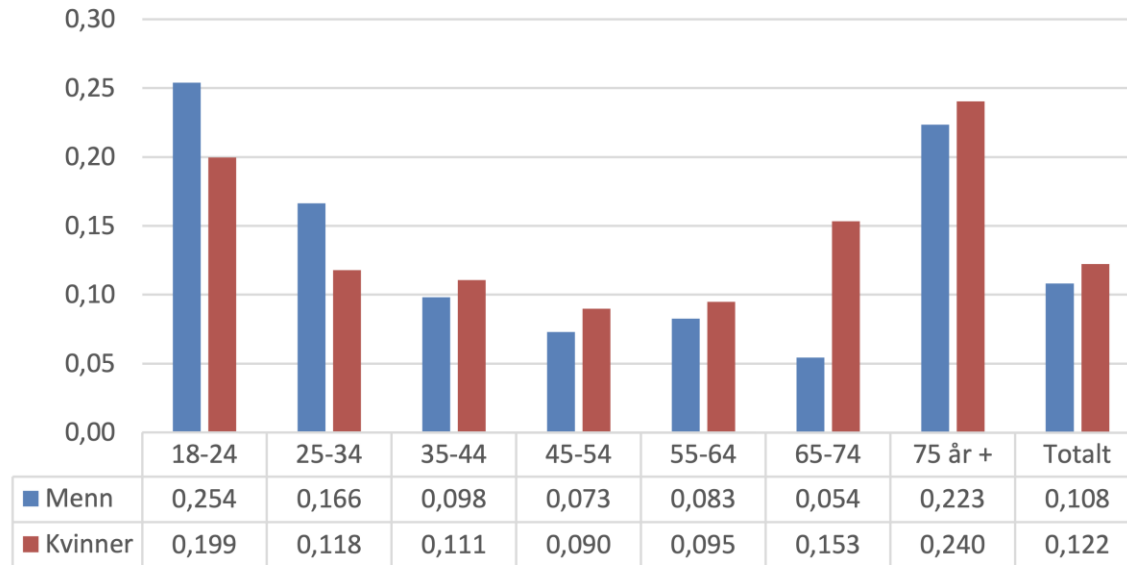


Trygg Trafikk wants, in cooperation with Statens vegvesen, politiet og Kriminalomsorgen (the correctional service), test and evaluate an attempt with a combination of educational programme and behaviour recorder for young drivers who have lost their drivers licence



Drivers involved in personal injury accidents per mill. km

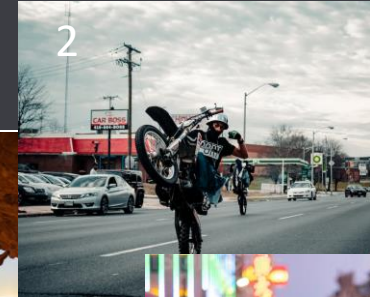
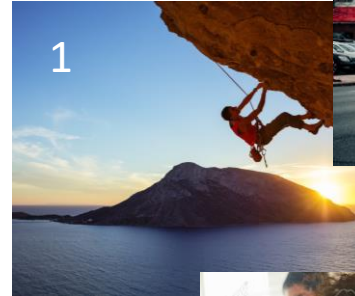
Personbilførere innblandet i personskadeulykker per million personkm 2017/18



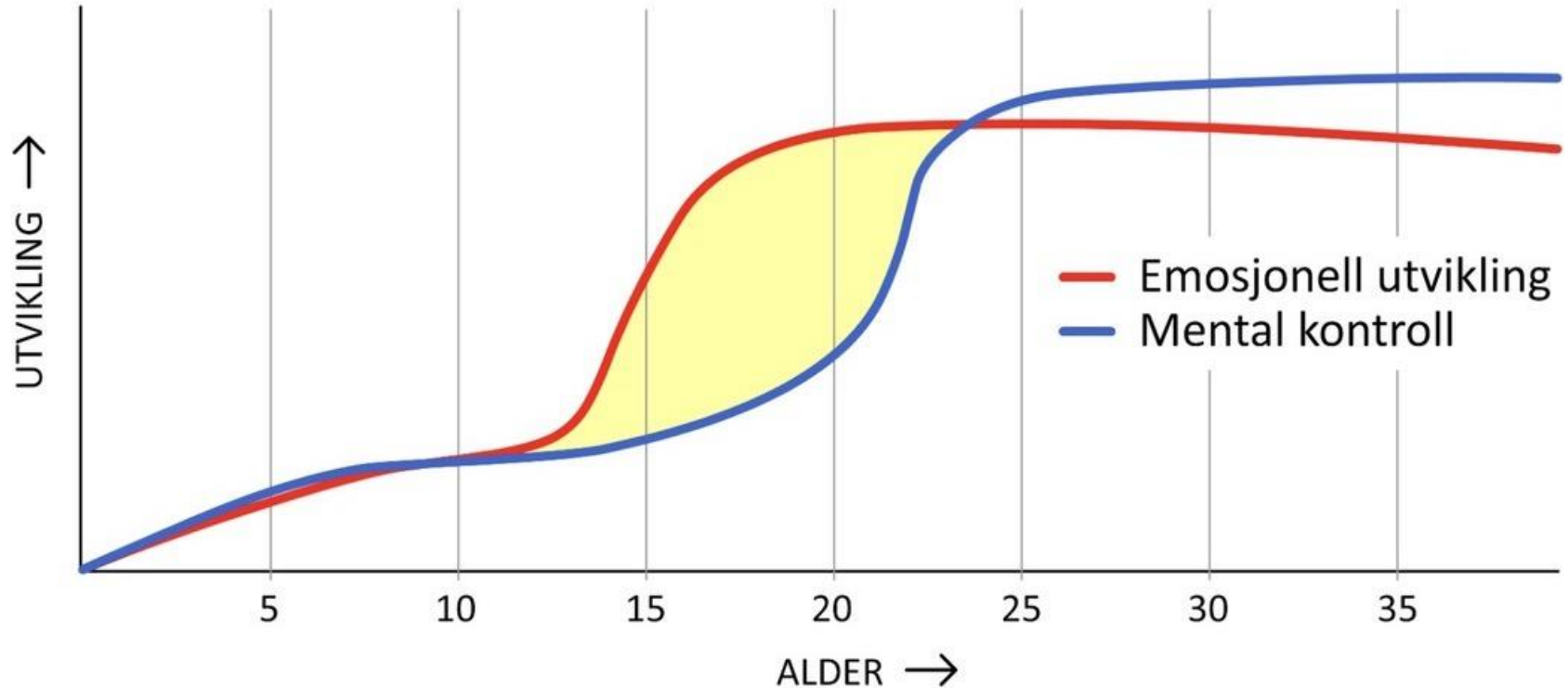
Figur 4.5: Personbilførere innblandet i personskadeulykker per million personkm i 2017/18. Offisielle ulykkesdata fra SSB, eksponeringsdata fra RVU 2018.

Marvin Zuckermans 4 components – «activity types»

1. Thrill and adventure seeking (TAS)
2. Disinhibition seeking (DIS)
3. Experience seeking (ES)
4. Boredom susceptibility (BS)



«Gap» between emotional development and mental control - neural imbalance sheet model, University of Cambridge, 2011



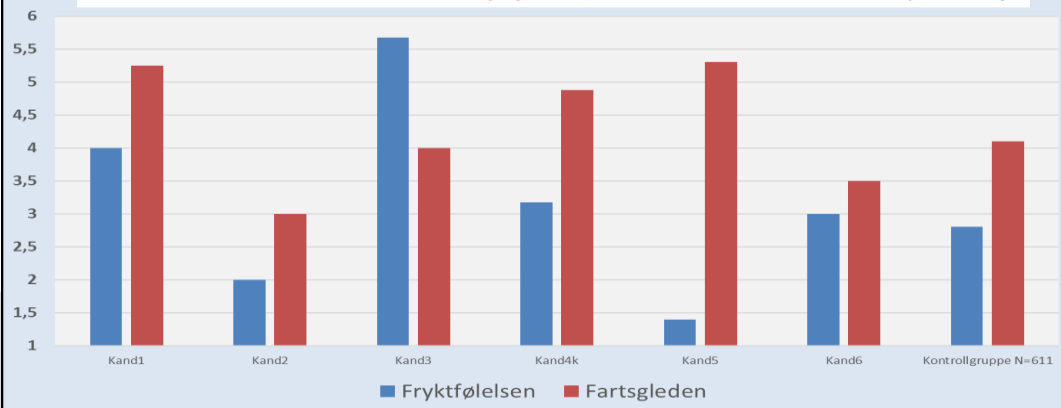
How is your feelings when you drive at high speed?

	1. Ikke noe	2	3	4	5	6. Meget sterk(t)
a) Ubehagelig						
b) Stimulerende						
c) Spenning						
d) Kjoregledede						
e) Fartsgledede						
f) Frykt						
g) Redsel						
h) Mestring						
i) Konsentrert						
j) Frihet						
k) Fare						
l) Høy risiko						
m) Samspillet med bilen						
n) Kontroll						
o) Konge på haugen						

How is your feelings when you drive at high speed?

	1. Ikke noe	2	3	4	5	6. Meget sterk(t)
a) Ubehagelig	X					
b) Stimulerende			X			
c) Spenning						X
d) Kjoregledede					X	
e) Fartsgledede						X
f) Frykt		X				
g) Redsel		X				
h) Mestring					X	
i) Konsentrert						X
j) Frihet						X
k) Fare				X		
l) Høy risiko					X	
m) Samspillet med bilen					X	
n) Kontroll				X		
o) Konge på haugen					X	

The balance between **fear** and **joy** of speed: 1= weak and 6=very strong

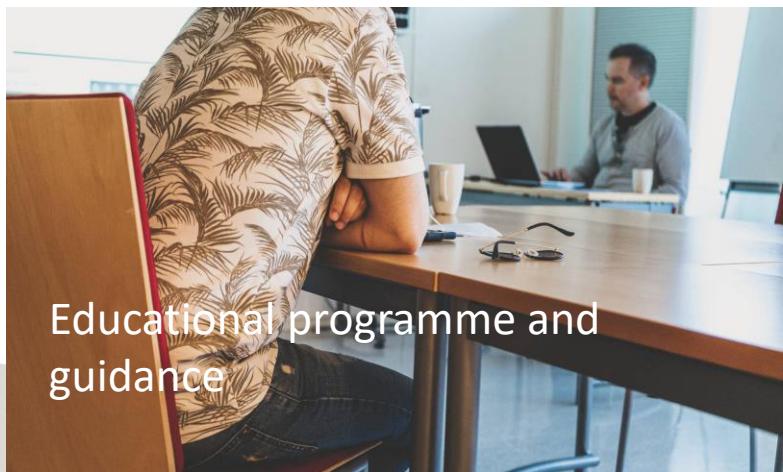




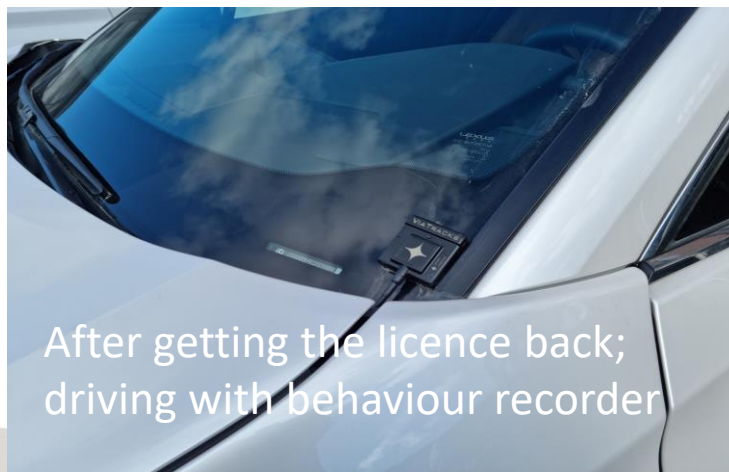
Caught for reckless driving



Sentenced to community punishment



Educational programme and guidance



After getting the licence back;
driving with behaviour recorder

«Recruiting drivers with an specific action tendency»

The National road policing service are familiar with the programme and starts the process as soon as the candidate get caught in speeding.

The prosecution office makes an agreeable solution for participation in the project.

Declaration of concent and contract is written.



The education programme

Candidates meeting professionals from rescue service, ambulance, the police, insurance and accident investigators.



Semistructural interview



1. Explanation of events

- context
- the driving before stopped
- experience of being stopped

2. Driver profile

- motivation for participating
- test: Fear and joy
- test result
- friends and environment

3. Recorder

- experience
- cognitiv and affektiv adaption
- changes in risk understanding and driving behaviour
- recorder according to family, friends and employer

4. Effect on driving without recorder

- experience
- cognitiv and affektiv adaption
- changes in risk understanding and driving behaviour
- recorder according to family, friends and employer

Recorder

- Speed (real time/historic – presented in the map)
- Hard turn
- Hard brake
- Hard acceleration



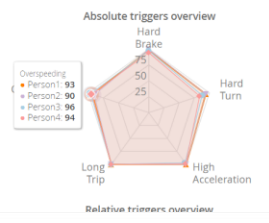
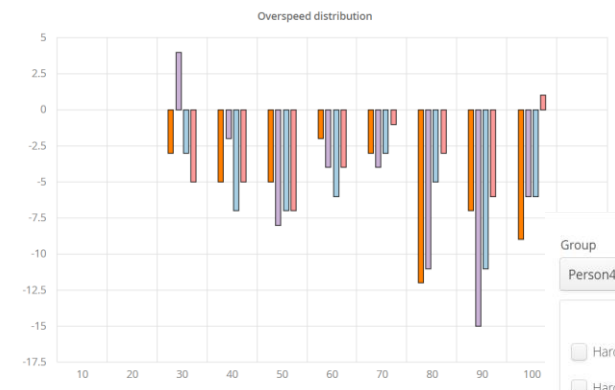


Statistics

SELECT GROUP Person1 Person2 Person3 Person4

Chart Resolution WEEK From 04/01/2021 To 03/01/2022 SHOW

Score Triggers Emissions Mileage Trips



Group Person4 Period type MONTH Select month AUGUST Select year 2021 Show

Triggers

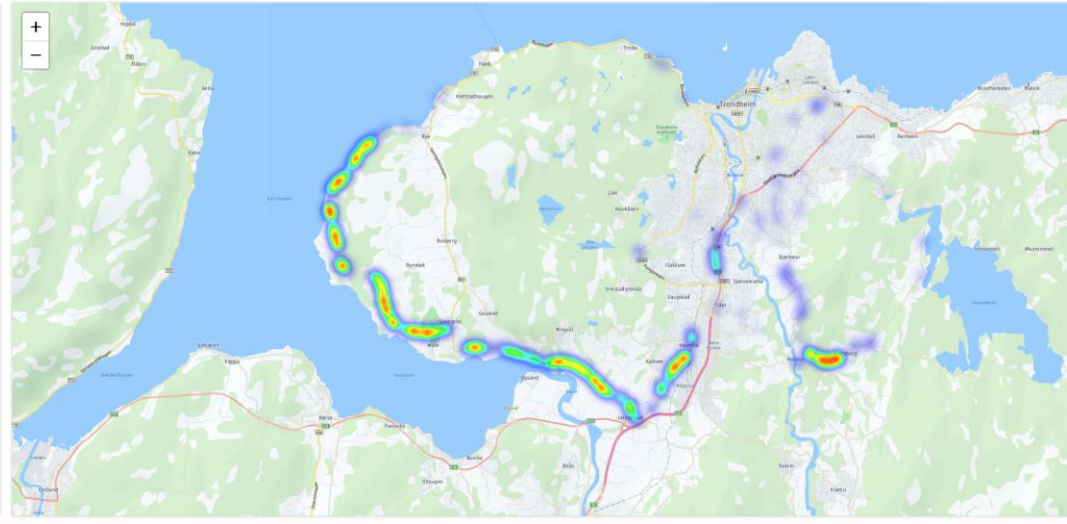
- Hard Turn
- Hard Brake
- Hard Acceleration

Speed Zones

- 30 40 50
- 60 70 80
- 90 100 >100

Over-speeding: 5 kmh

Slider control for over-speeding threshold.



«active substance»

Change habits through monitoring, reflection and training



Evaluation

- Driving statistics
- Semistructural interviews
- Period without recording (approx. 6 months)
- Long term behaviour changes (self reporting/interview)

Marius says:



FOTO: ERLAND KNUTSEN/NRK

«I have changed my driving behaviour because of the recorder and the conversations, become more reflective, and look back on my earlier «idiot-driving» in perspective.

If I was not caught that night and joined the programme, I would still have been driving like before, the worst guy in the gang»