

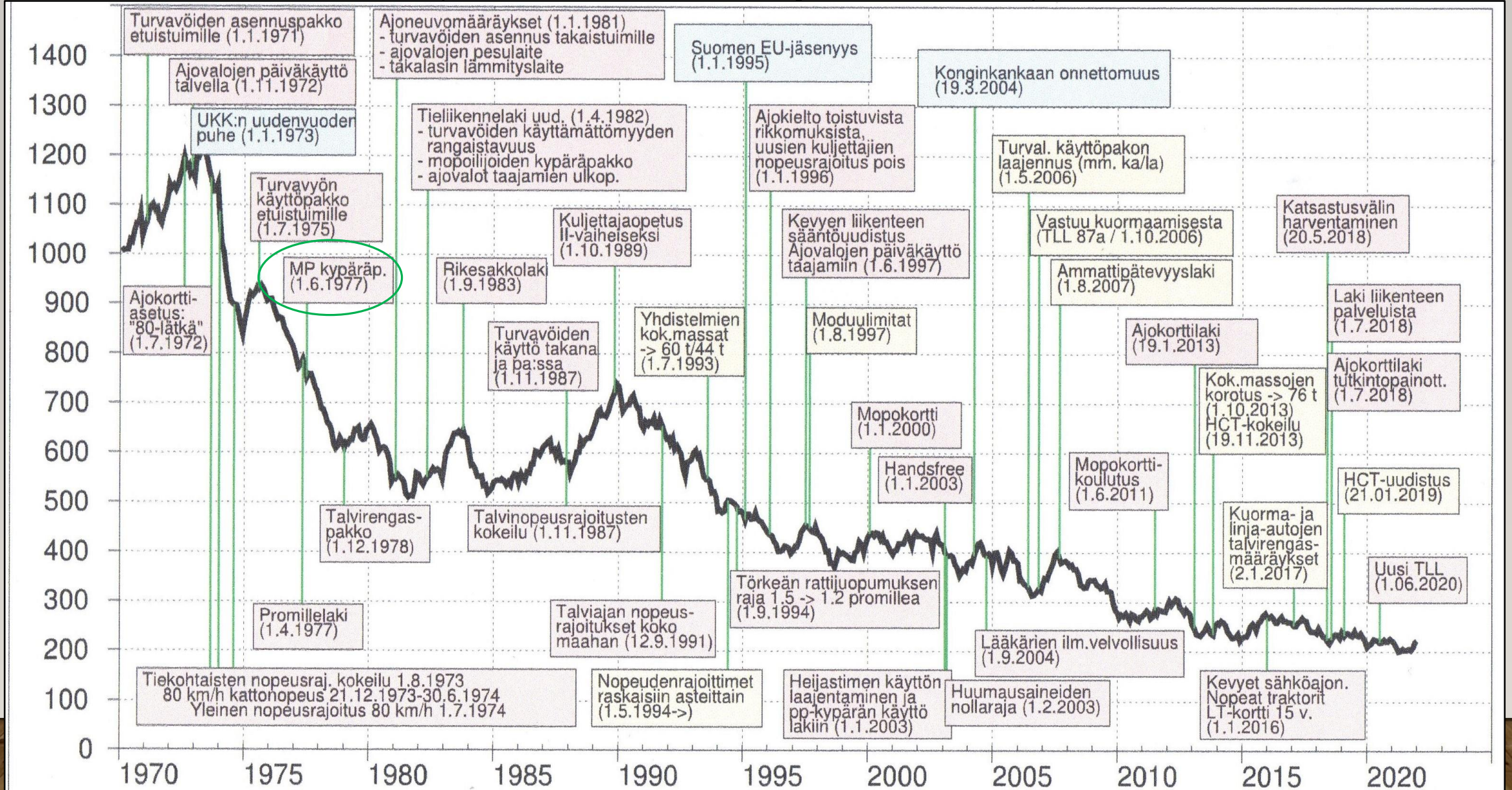
YOUNG DRIVER PROBLEM. WHAT DO WE KNOW AND WHAT IS THE ROLE OF DECISION-MAKERS?

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YOUNG DRIVERS ARE AT RISK

- Furthermore, the younger drivers are, the higher is the risk
- This is an universal fact with strong scientific basis.
 - Speeding
 - Drugs
 - No seat belt
 - Influence of the group
 - Inexperience of driving
 - Inexperience of life

FINNISH TREND OF TRAFFIC FATALITIES AND RELATED LEGISLATION (FIGURE: LIIKENNETURVA, JUHA VALTONEN)



FINNISH STORY OF SUCCESS?

- Traffic safety in Finland has been very good in comparison to other European countries.
- Sweden and Norway have been the best in Europe.
- What is the Finnish position now?

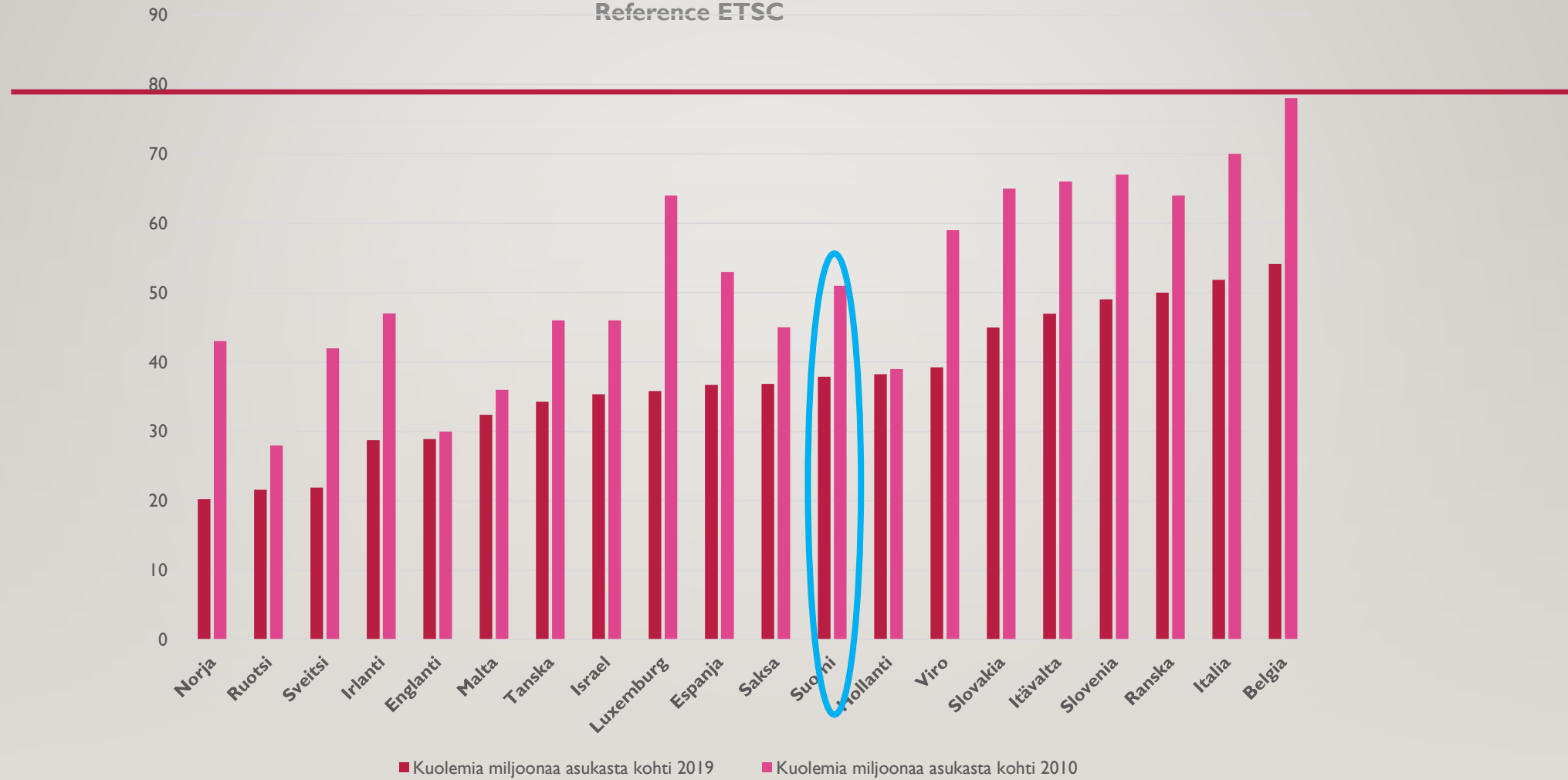
PRESENT SITUATION IN COMARISON TO OTHER EUROPEAN COUNTRIES

- Development of traffic safety in Finland has been one of the weakest in Europe both in 10 and 20 year time range.
- Finnish position sank to position 15, when the comparison is based on number of killed per million inhabitants (ETSC PIN 15/2021).
- We are lagging behind especially in relation to Sweden and Norway.

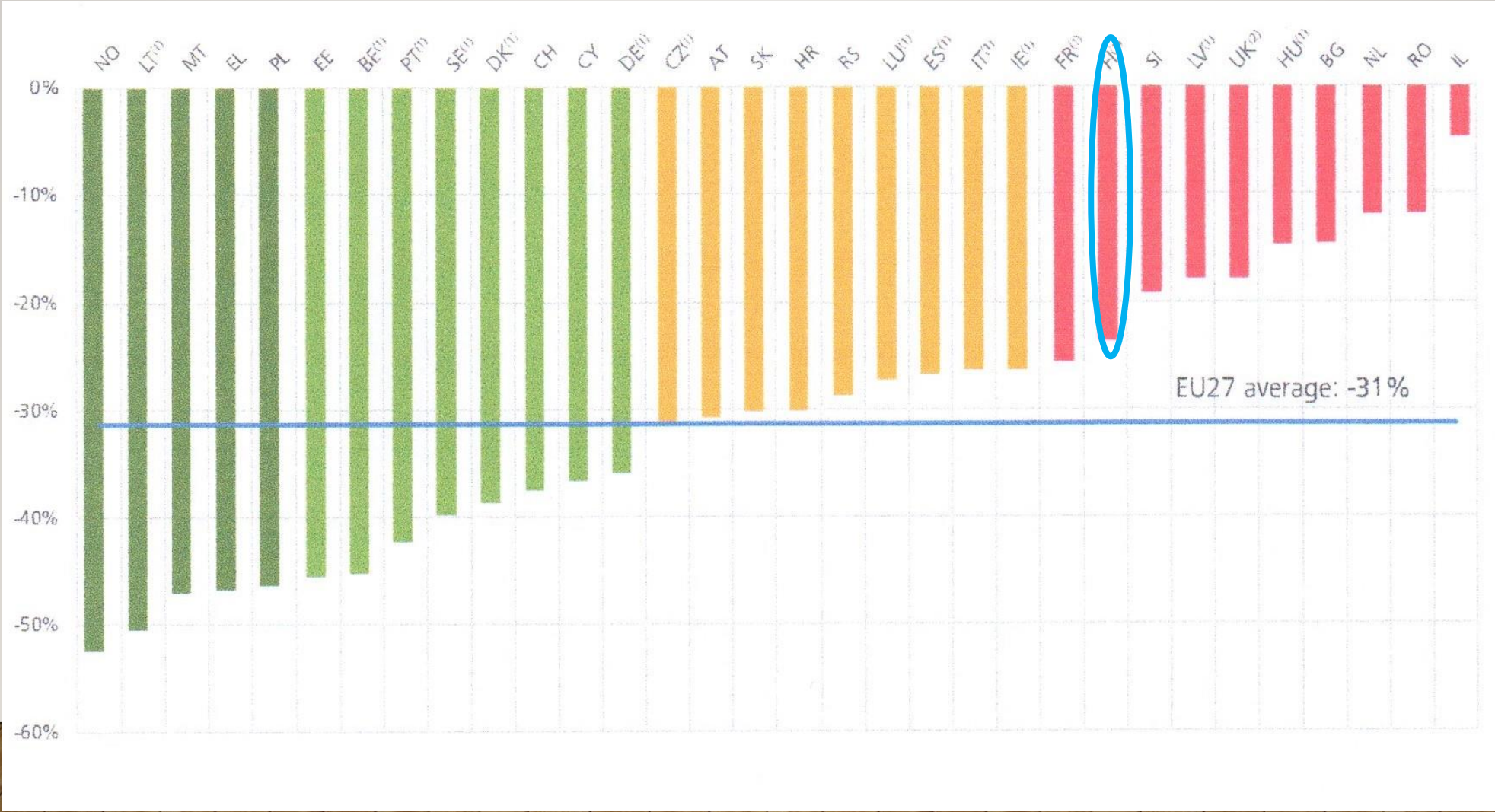
PRESENT SITUATION

20 best at 2010 and now

Reference ETSC



DECREASE IN TRAFFIC DEATHS IN EUROPE 2011-2022 (REFERENCE ETSC)

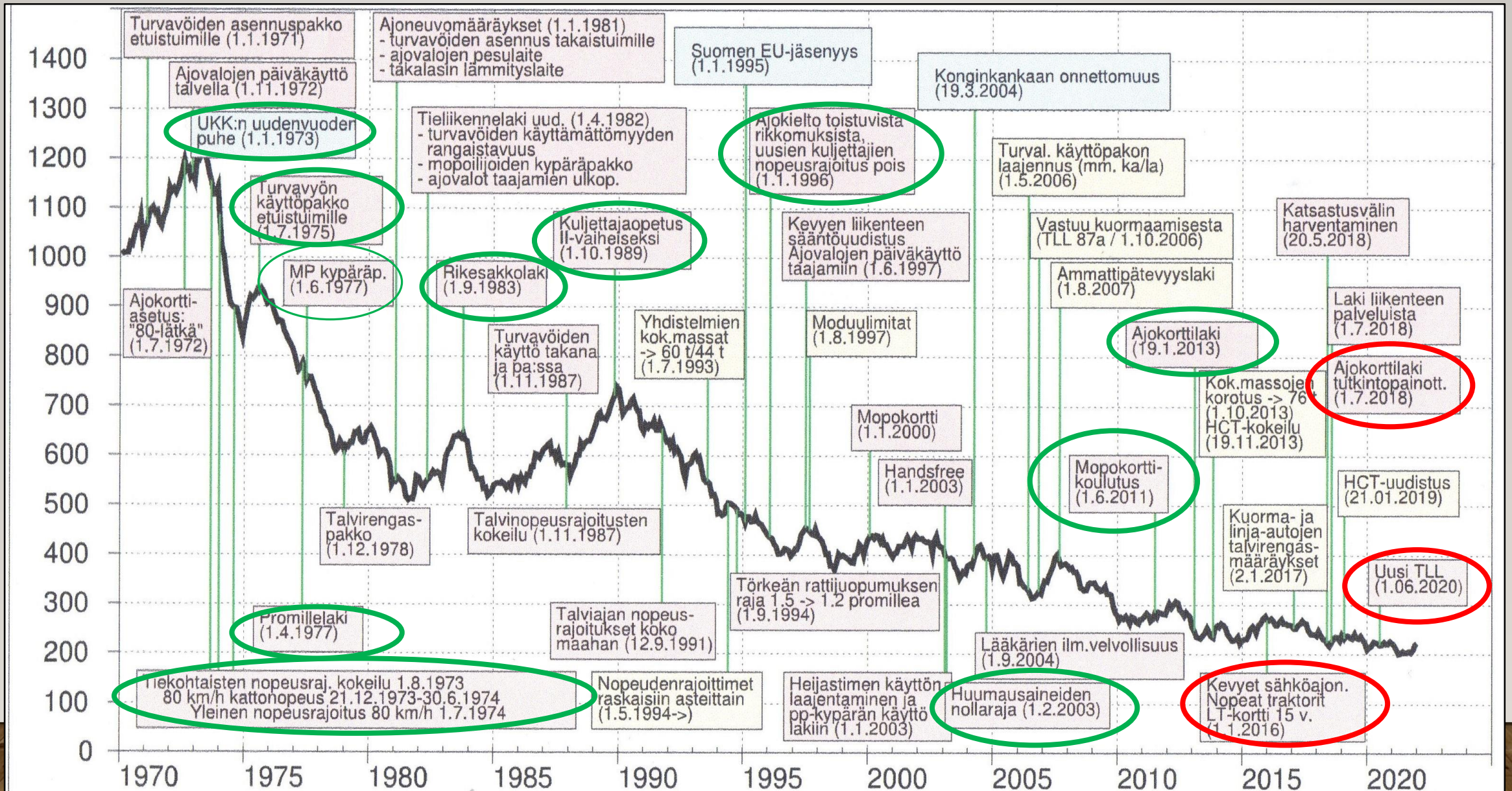


YOUNG PERSONS TRAFFIC MORTALITY ANNUAL CHANGE BETWEEN 2010-2019



LOOKING BACK IN THE HISTORY OF DECISION MAKING

(FIGURE: LIIKENNETURVA, JUHA VALTONEN, ROUND FIGURES HATAKKA)



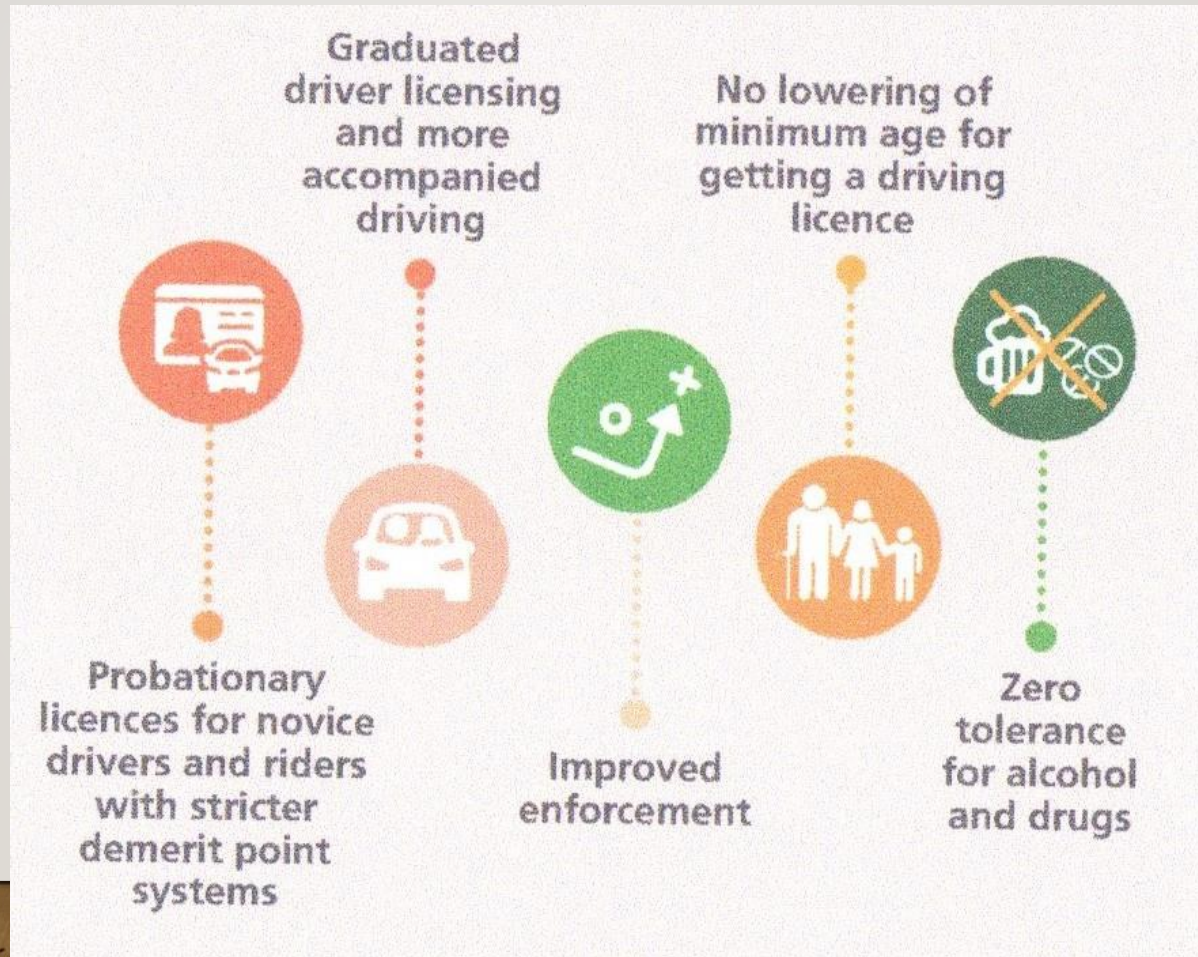
WHAT HAS BEEN DONE RECENTLY?

- Reduction of driver training (category B and mopeds)
 - Finland had earlier a two phase driver education for category B (pre and post phases)
- Lowering of licensing age for category B to 17
 - No measures to support safe behaviour
- Mitigation of penalty point system
 - Minor speed offences are not counted
- Traffic surveillance by police has decreased
- No serious discussion about lowering BAC levels
- No legislation for e-scooters

WHAT HAS BEEN DONE RECENTLY?

- It is hard to think how the decisions above could improve traffic safety.
- Improving has been traditionally a central goal.

ETSC RECOMMENDATIONS FOR IMPROVING SAFETY OF YOUNG DRIVERS



THE PROBLEM OF LICENSING AGE AND MAKING DECISIONS

- Our society and legislation should protect youngsters and their welfare
 - Does lowering of licensing age support this goal and improve safety?
- Two conflicting goals, safety and mobility

ARGUMENT FOR LOWER AGE: MOST TEENAGERS BEHAVE SENSIBLY IN TRAFFIC

- A minority of youngsters engage in risky behaviour constantly or frequently
- A minority of youngsters never engage in risky behaviour
- It is more typical that young drivers make risky decisions sometimes
- The younger they are, the more often this majority does risky decisions
- Causes for this are well known:
 - Underdeveloped impulse control
 - Lower resistance to social pressure
 - Overall behaviour control and planning are still at developing phase

ANOTHER ARGUMENT: 17 YEARS OLD DRIVERS ARE ROUGHLY AS RISKY AS 18 YEARS OLD DRIVERS (VTT 2022)

- So far the population of 17 years old drivers is selected in Finland (roughly 50% of the age group)
- The problem is still that lowering the age of licensing brings a new risky cohort in traffic

WHAT SHOULD BE DONE?

- Minimum step would be to establish a system where 17-years old drivers are supported by restrictions
 - Night time curfew
 - Not driving with passengers of same age
 - Strict penalty point system

WHAT SHOULD BE DONE?

- Proposal for new EU directive for driving licenses
 - Member states can issue category B licenses for persons of age 17
 - No solo driving
 - Accompanying person should have a valid license for 5 years and no traffic offences.
 - Zero alcohol limit
 - Demerit point system

WHAT SHOULD BE DONE?

- We need to emphasise safety more than other (conflicting) goals such as
 - Saving costs
 - Making licensing easier
 - Mobility based on passenger cars
 - Freedom of business

WHAT SHOULD BE DONE?

- Decision makers should believe the facts shown by scientific research.
 - It is naive to think that negative consequences of decisions somewhere else would not happen here.
- Decision makers should react rapidly when problems arise.
 - Norway made a new legislation for e-scooters in 6 months 2021.
 - Finland is now showing some signs of reacting to e-scooter problem.

THANK YOU

