

# AUSTRIA'S DRIVING LICENCE TRAINING

The SECOND PHASE and PSYCHOLOGICAL GROUPDISCUSSION

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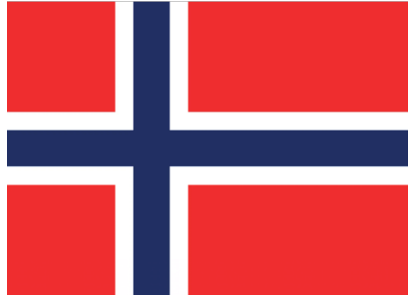
Trondheim, 21<sup>st</sup> of November 2024

# DRIVER TRAINING IN AUSTRIA

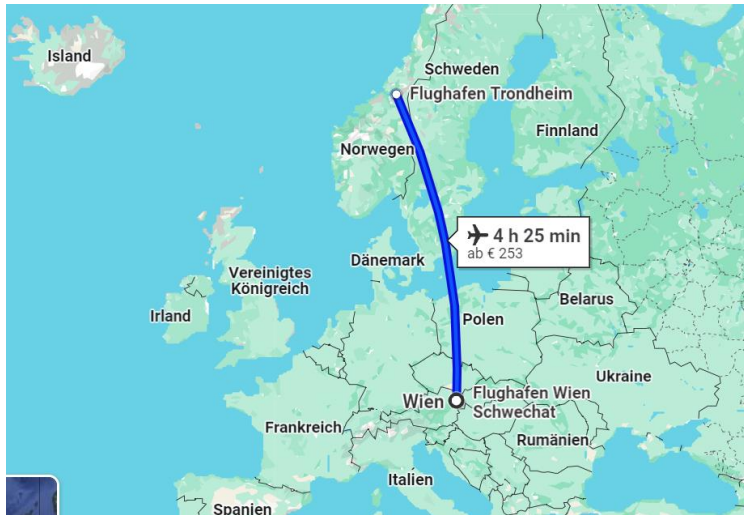


- 450 Driving Schools
- 2500 Driving Teachers
- Austrian Driving School Association
- Austrian Federal Economic Chamber
  
- 80,000 category B licences annually
- 10,000 category B from third countries
- Family businesses are the vast majority

# DRIVER TRAINING IN AUSTRIA



- **Norway**
- 5,5 Mio. inhabitants
- New E-cars: share 94 percent
- Motorways: 540 km



- **Austria**
- 9,1 Mio. inhabitants
- New E-cars: share 20 percent
- Motorways: 2250m km

# DRIVER TRAINING IN AUSTRIA

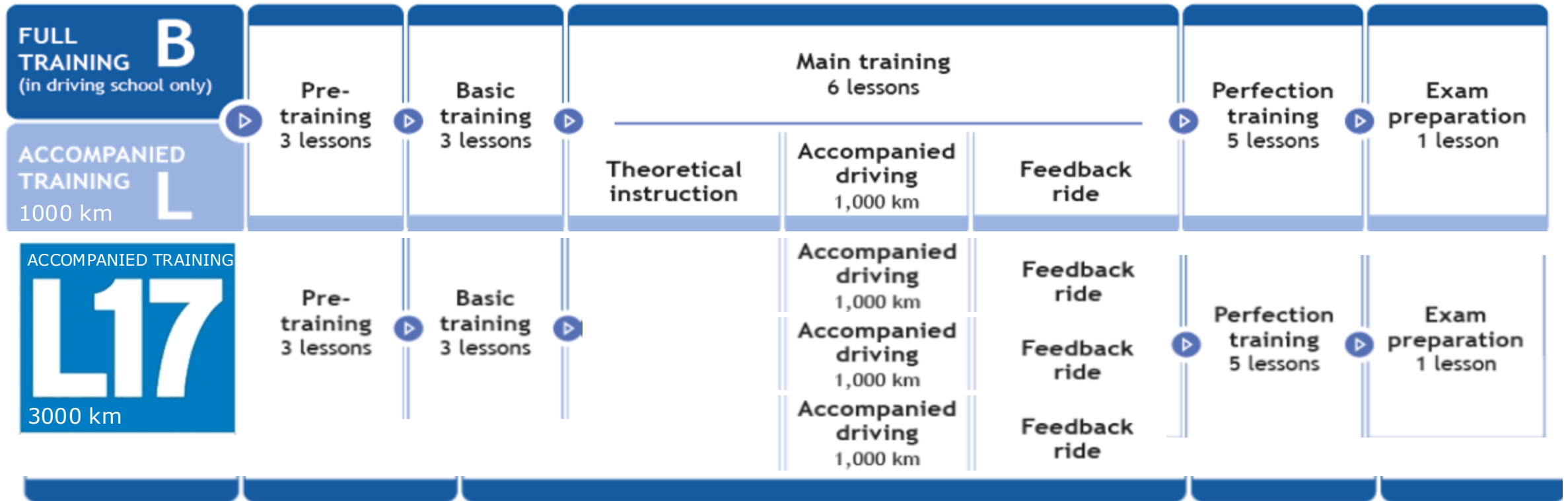
- Half of surface area is mountainous (alps)
- A quarter of highways are bridges, tunnels

## **Austria is a Role Model (in four fields): 20-25y**

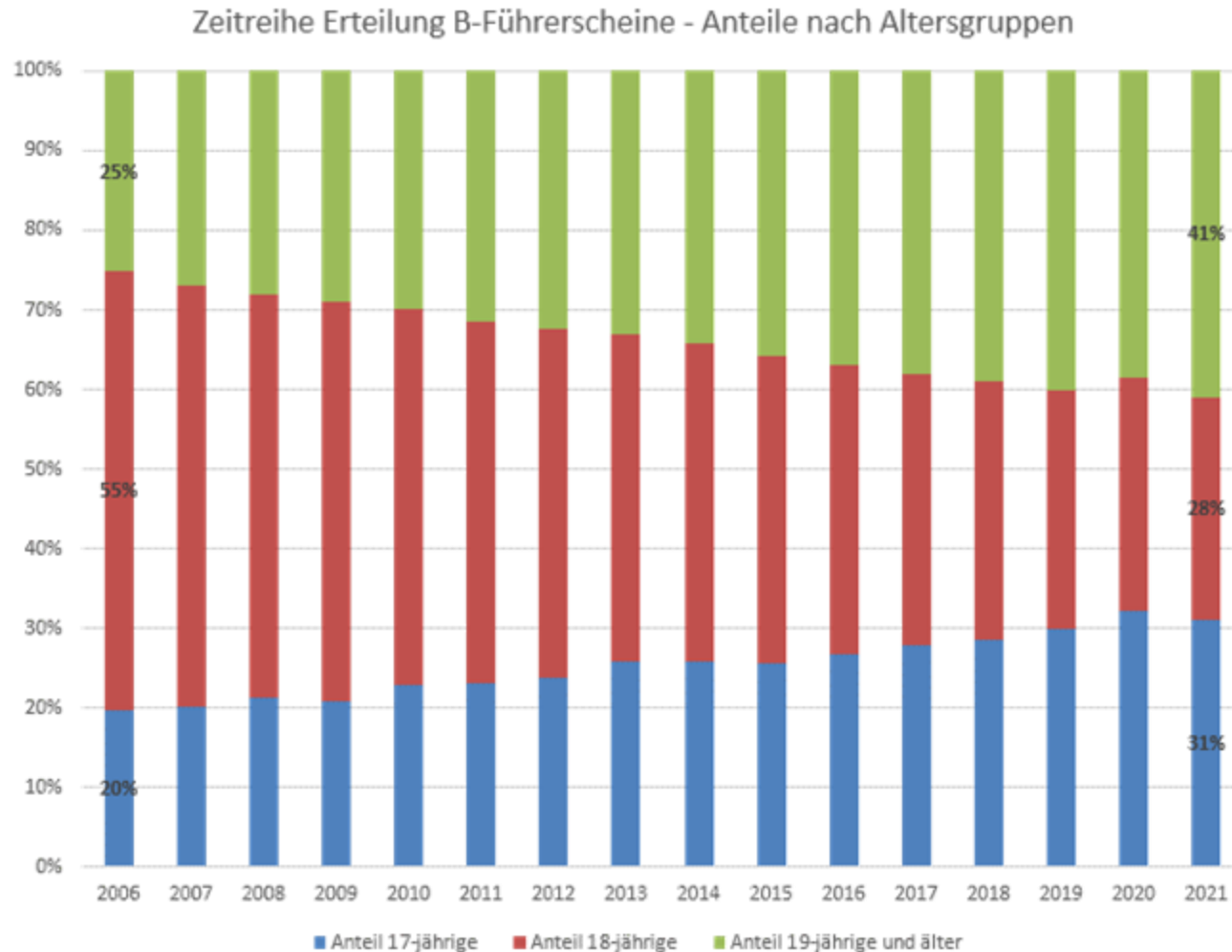
- Second Phase (Multiphase training)
- EcoDriving
- Driving alone at 17 years (L17) since 1999
- Joint periodic training involving teachers and examiners



# THERE ARE THREE WAYS TO GET A B-DRIVING LICENCE

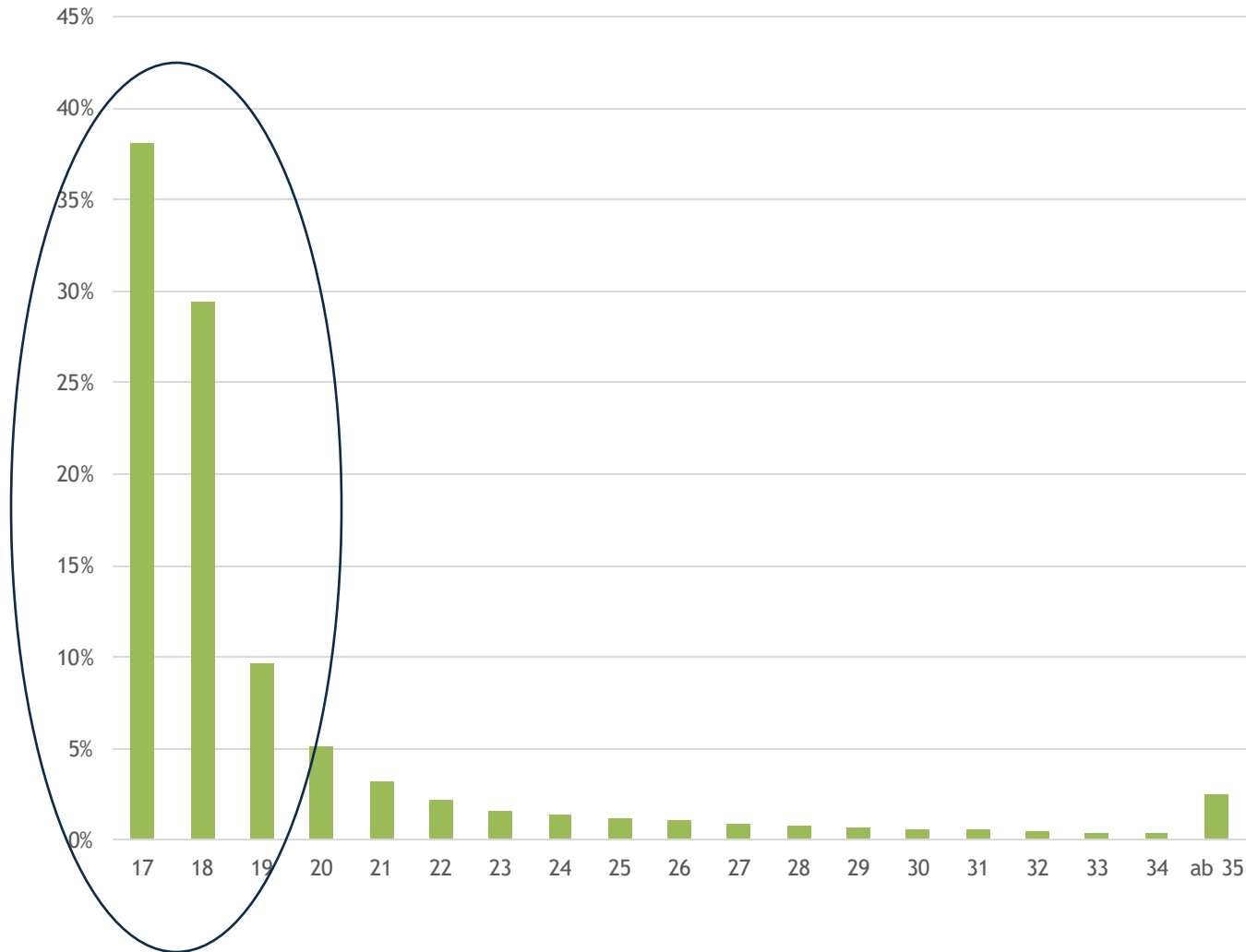


# LET'S HAVE A GLIMPSE ON THE AGE OF NOVICE DRIVERS



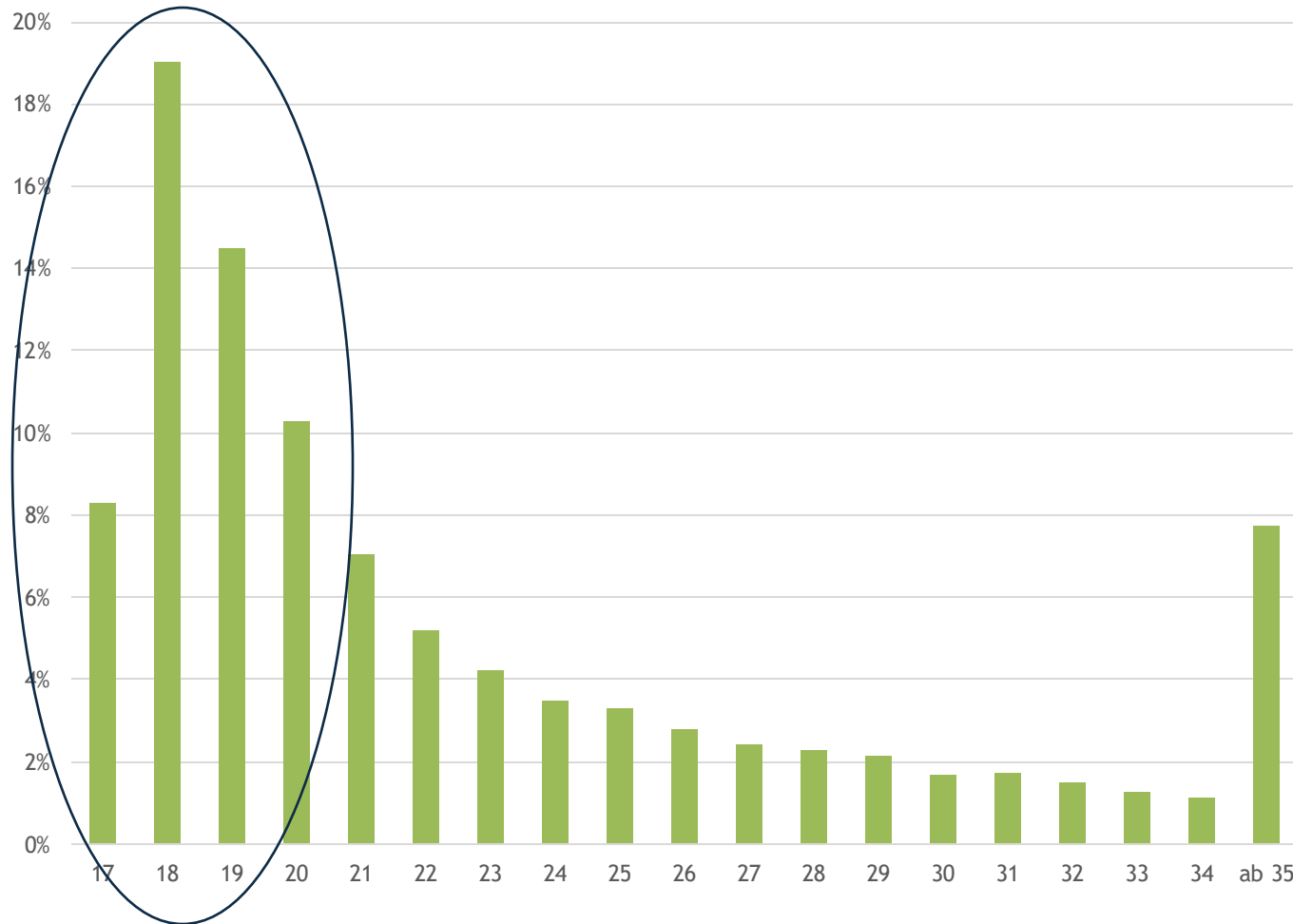
- 17-year-old novice drivers continue to increase  
40% drive alone in Austria  
(shown by the blue columns)
- 18-year-old novice drivers continue to decrease;
- older novice drivers continue to increase  
(shown by the green columns)

# RURAL NOVICE DRIVERS GET YOUNGER AND YOUNGER



- countryside:  
75% of novice drivers are aged 17 to 19
- There have been no fewer driving licences issued in recent years (in rural areas)

# URBAN NOVICE DRIVERS GET OLDER AND OLDER



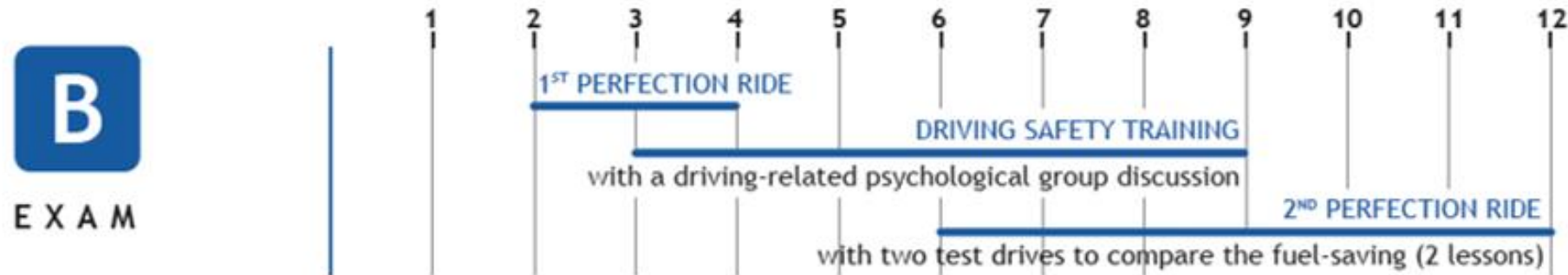
- in urban areas (Vienna): only 40% of novice drivers are aged 17 to 19
- There have been no fewer driving licences issued in recent years (in cities)



# AUSTRIA'S SECOND PHASE TRAINING

The Period of the 1st year as novice driver is known as Second Phase  
(Second Phase Training = Multiphase Training = 3 Steps)

Multi-phase training with perfection ride and driving safety training



- The 1st perfection ride has to be done after two to four months
- Driver Safety training has to be done after half a year
- The 2nd perfection ride has to be done within a year

# PERFECTION RIDES AND DRIVER SAFETY TRAINING

## Step 1

**1<sup>st</sup> Perfection ride  
on the road  
(2 units)**

Driving School

on road  
feedback

on-road drive  
skill refinement session

## Step 2

**Driver Safety Training  
on a closed training area  
(8 units) (= 1 day)**

Driving safety course site

off-road asphalt track  
feedback

off-road (on traffic-free  
parcour site)  
skill refinement session

## Step 3

**2<sup>nd</sup> Perfection ride  
on the road  
(2 units)**

Driving school

on road  
feedback

on-road drive  
skill refinement session

# PERFECTION RIDES AND DRIVER SAFETY TRAINING

1<sup>st</sup> Perfection ride  
on the road

2-4 month novice driver

driving teacher

bad driving habits  
safety distance  
viewing techniques  
acceleration  
cruise control  
are addressed ...

Driver Safety Training  
on a closed training area

3-9 month novice driver

driving instructor +  
traffic psychologist

driving skills  
in borderline situations and  
emergency breaking  
are trained as well as  
correcting sliding cars  
correcting skidding cars  
followed by a group  
discussion  
(awareness, distraction)

2<sup>nd</sup> Perfection ride  
on the road

9-12 month novice driver

driving teacher

a environmentally conscious,  
fuel-efficient driving style by  
2 x 15 min comparison drives  
are trained and  
fuel saving tips are discussed:  
timely upshifting,  
low rotation driving,  
skipping gears

# USE OF ALTERNATIVE CARS

- **Electric-cars in driving schools (BEV)**

VW ID.3, VW ID.4, Audi Q4,  
Skoda Eniaq, Hyundai IONIQ5,  
Tesla Model 3, Model y

- **Hybrid-cars in driving schools (PHEV)**

About 15 percent of car fleet in DS are  
Electric vehicles: BEV.  
PHEV are not so wide spread



# THE USE OF ADAS: CERTAIN FEATURES ARE TRAINED

## During 1st perfection drive

- ACC (active cruise control)
- LGS (lane guard system; lane departure warning)

## During Driver safety training

- ESP (electronic stability program)
- BAS (brake assist)
- ABS (anti-lock brake system)



# THE TRAFFIC PSYCHOLOG. GROUP INTERVIEW

The traffic psychologist creates an atmosphere of trust in the discussion and has to ensure that the 6-8 participants learn NOTHING except something about themselves as a HUMAN being.

**Accidents risks include i.e.**

- overconfidende
- low social responsibility
- tendencies to act out or to “go wild”
- increased irritability, impulsiveness, situation-specific reactive aggressiveness,
- excessive demands on oneself

**The traffic psychologist asks the “right” questions**

- to raise awareness of the increased risk of accidents among young people
- to improve self-assessment, to increase risk awareness

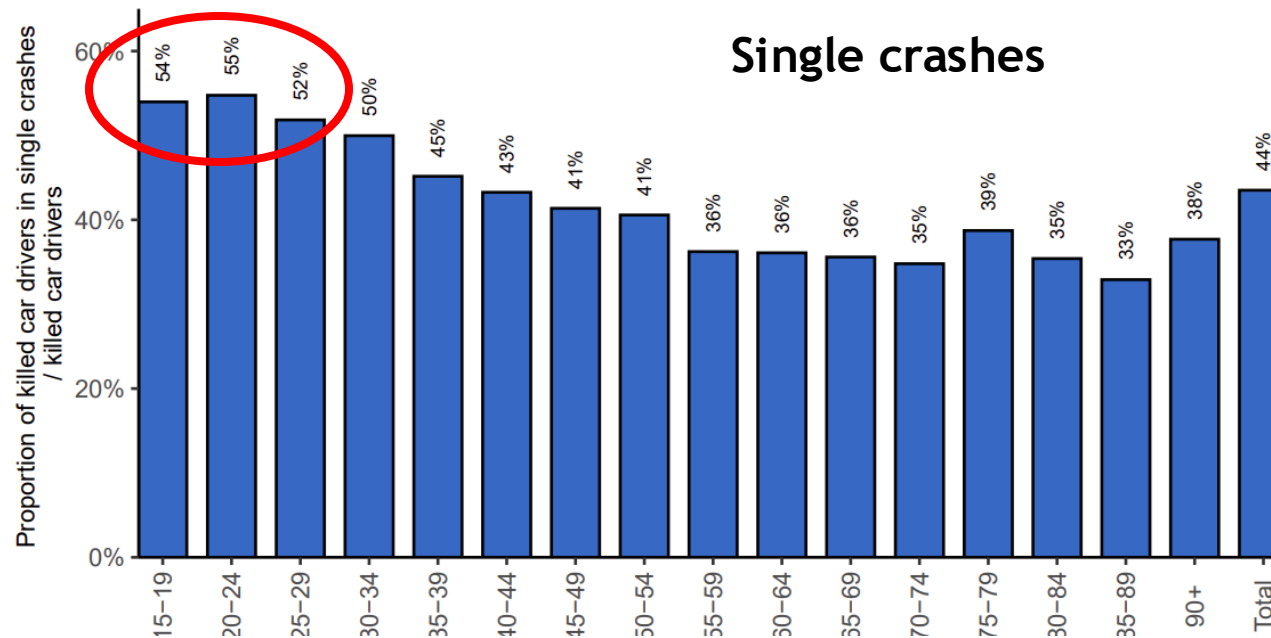


# THE TRAFFIC PSYCHOLOG. GROUP INTERVIEW

## 6 Type of collision

Amongst car drivers aged 15-24 years old who died, 55% had a single crash (i.e. crashes in which only one vehicle and no pedestrians are involved). This percentage is highest for this age group, decreasing steadily as they grow older.

**Figure 28.** Proportion of car drivers killed in single car crashes in the total number of car drivers killed, by 5-year age categories, in the EU27 (2017-2019). Source: CARE

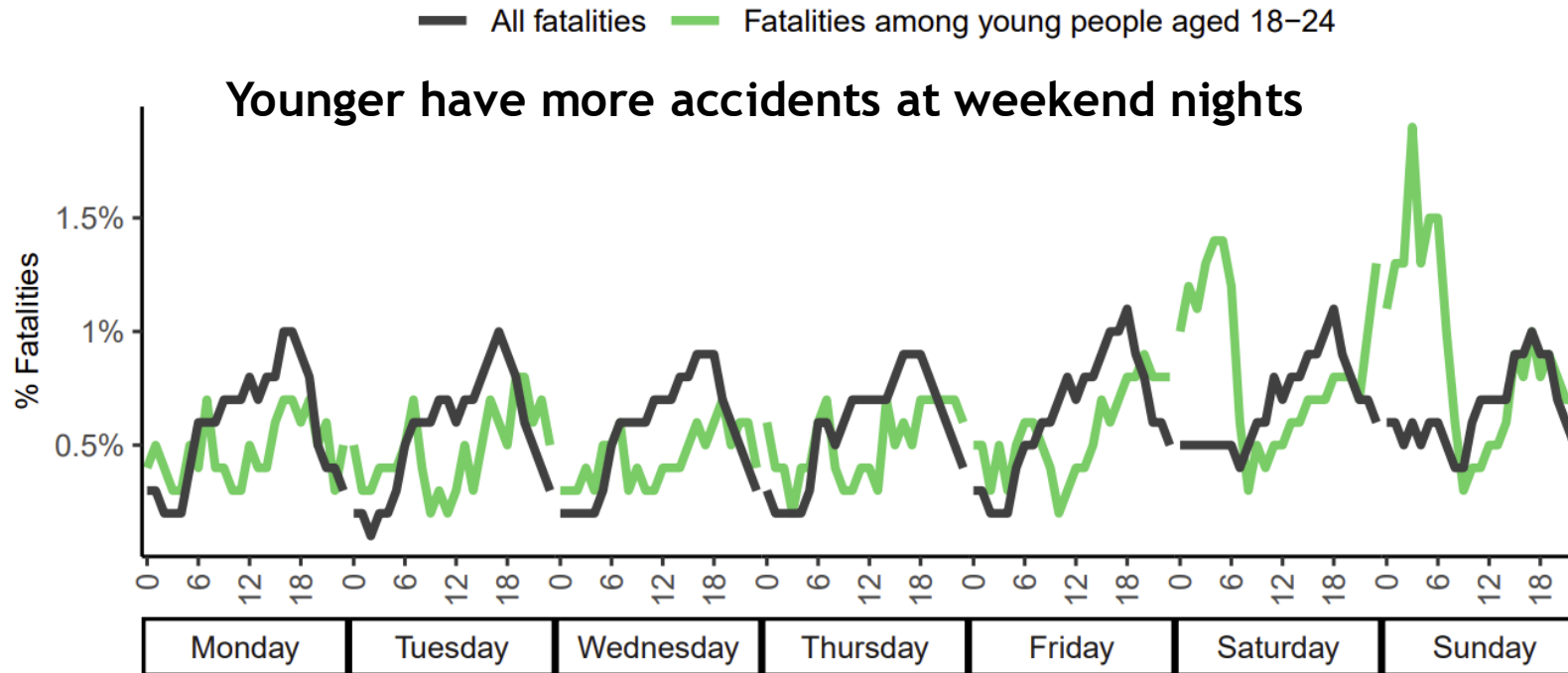


European Commission, European Road Safety Observatory Facts and Figures – Young people - 2021

file:///C:/Users/admin/Downloads/F&F\_young\_people\_20211221.pdf

# THE TRAFFIC PSYCHOLOG. GROUP INTERVIEW

**Figure 22.** Distribution of fatalities among young people aged 18-24 and all fatalities by day of the week and hour in the EU27 (2017-2019). Source: CARE



European Commission, European Road Safety Observatory Facts and Figures – Young people - 2021

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# THE TRAFFIC PSYCHOLOG. GROUP INTERVIEW

## Background for psychological group discussion in Austria:

Traffic research shows most serious accidents of novice drivers are single vehicle accidents:  
Hence car driving is not primarily a **question of reacting, but of anticipating and acting.**  
Acting primarily is determined by convictions and appropriate selfevaluation-skills and  
not so much by driving skills (GDE-Matrix, right column)

**“car driving is a self paced task”**

**“car driving means making vital choices permanently”**

**“what I believe about myself determines my driving style”**

**“driving motives are at least as important as driving skills”**

# THE TRAFFIC PSYCHOLOG. GROUP INTERVIEW

**Main contents in psychological group discussion in Austria:**

- **Motives for speeding**
- **Distraction**
- **Fatigue**
- **Alcohol/Drugs**
- **Self evaluation skills**



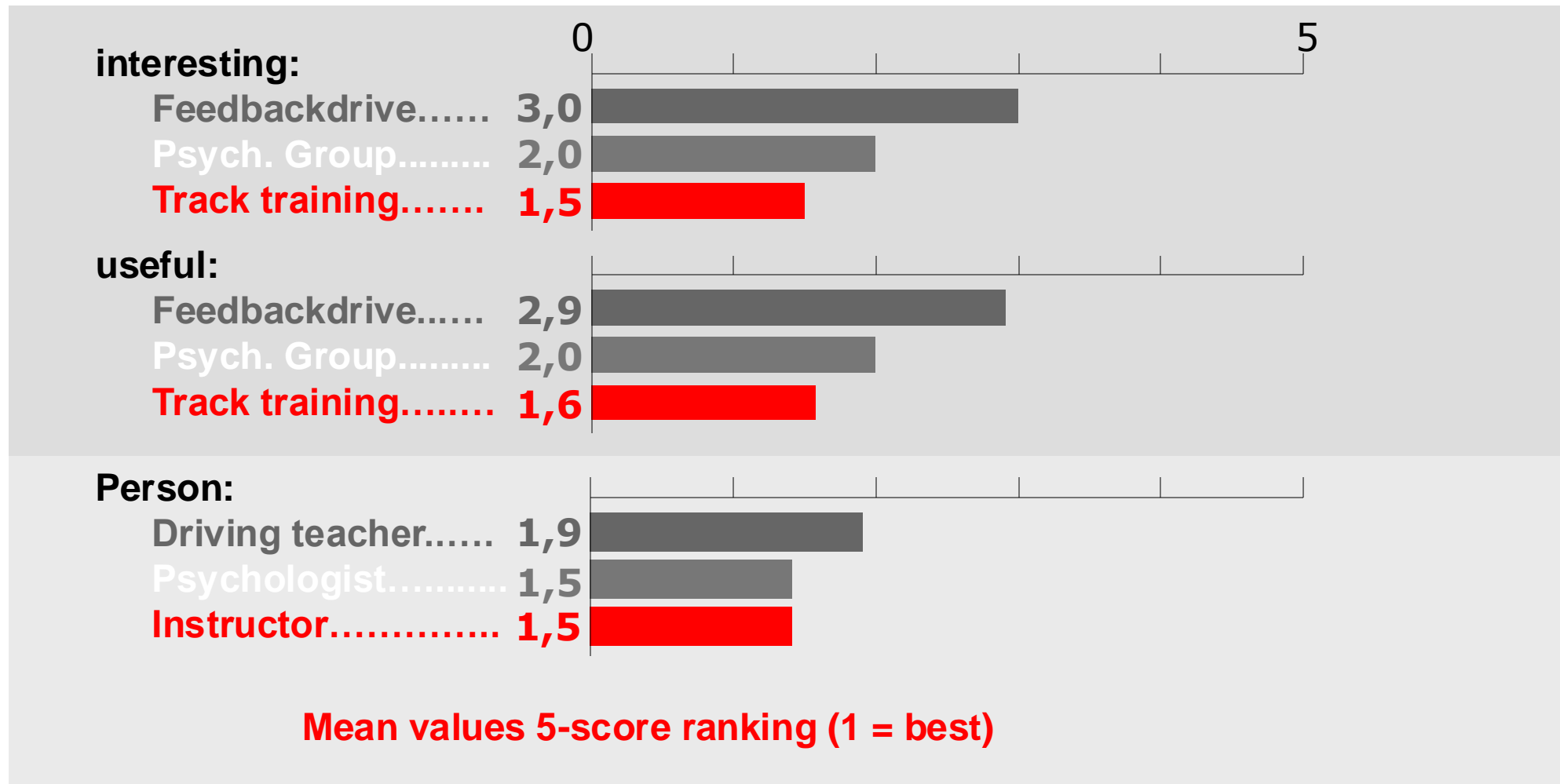
**An individual risk assessment must be carried out**

European Commission, European Road Safety Observatory Facts and Figures – Young people - 2021

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# THE TRAFFIC PSYCHOLOG. GROUP INTERVIEW

## Customer-Feedback Multiphase Austria



Mean values 5-score ranking (1 = best)

n=1.100, anonymous, in written form

# THE TRAFFIC PSYCHOLOG. GROUP INTERVIEW

The track training is just for making money

**before the training:**

---

**yes: 18 %**

---

**after the training:**

---

**yes: 14 %**

---

n=1.100, anonymous, in written form

# THE TRAFFIC PSYCHOLOG. GROUP INTERVIEW

Psychological groupdiscussion is just for making money

**before the training:**

---

**yes: 34 %**

---

**after the training:**

---

**yes: 16 %**

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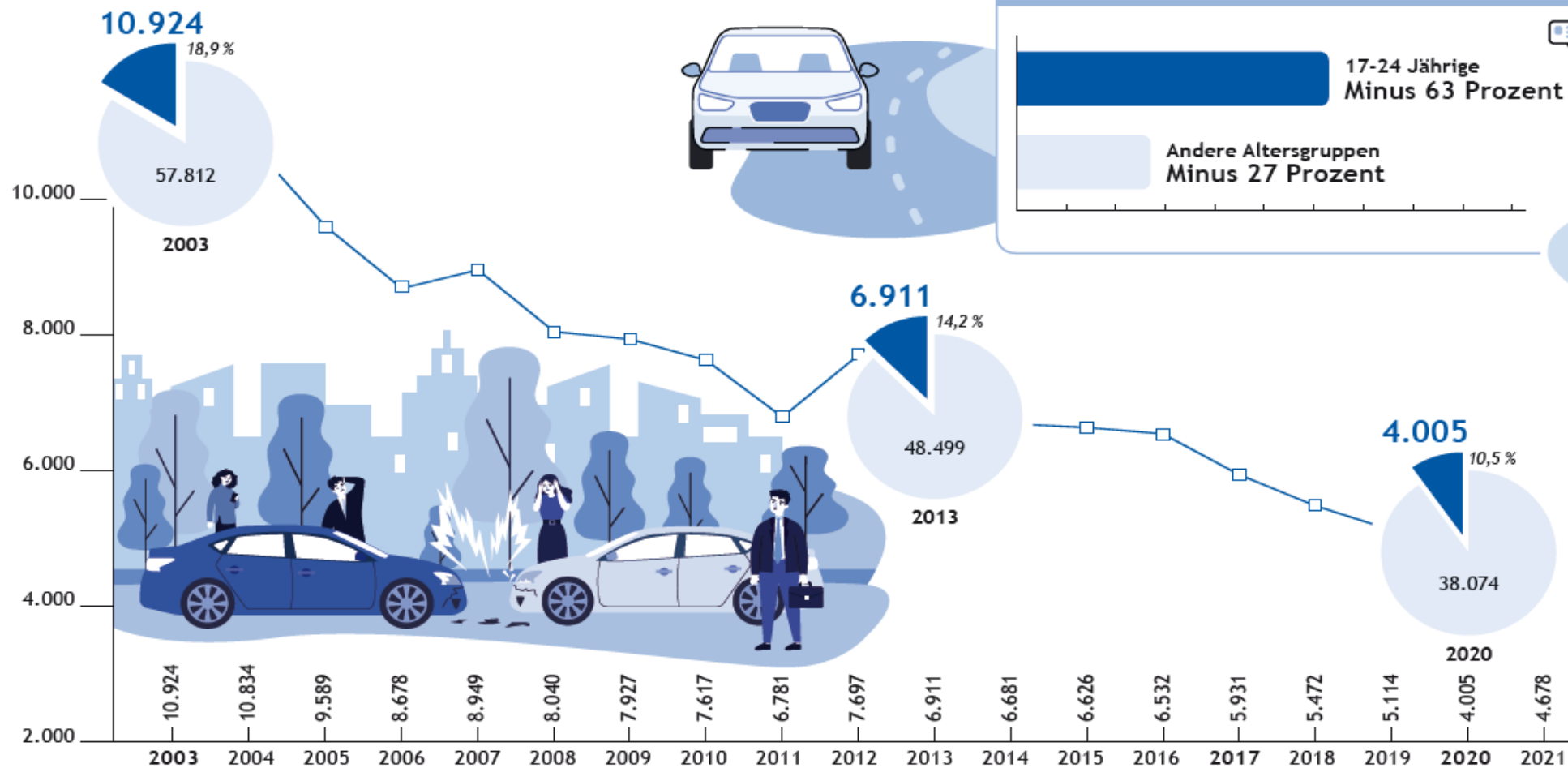
n=1.100, anonymous, in written form

# WHAT ARE THE ADVANTAGES OF THE SECOND PHASE

- Novice drivers are supervised in their first year,  
the first month (year) is particularly problematic for novice drivers
- without the stress and anxiety of preparing for an exam training modules are done
- Novice drivers have come to the driving school again (psychological effect)
- The learning content differs from topics of the in initial training
- First driving errors in the early stage of driving are corrected
- Eco-driving is trained which furthers the climate protection
- Novice Drivers become familiar with alternative vehicles and ADAS
- Novice drivers learn mutually (in group discussions) with traffic psychologists
- Experiences of other novice drivers are transferred to one's own knowledge
- The second face is a small step toward lifelong learning

# GREATER DECLINE IN INJURIES AMONG YOUNGER PEOPLE

Verletzte junge Lenker (17 bis 24 Jahre) in den vergangenen 20 Jahren



Quelle: STARcube - Statistische Datenbank von STATISTIK AUSTRIA

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# AUSTRIA'S SECOND PHASE TRAINING

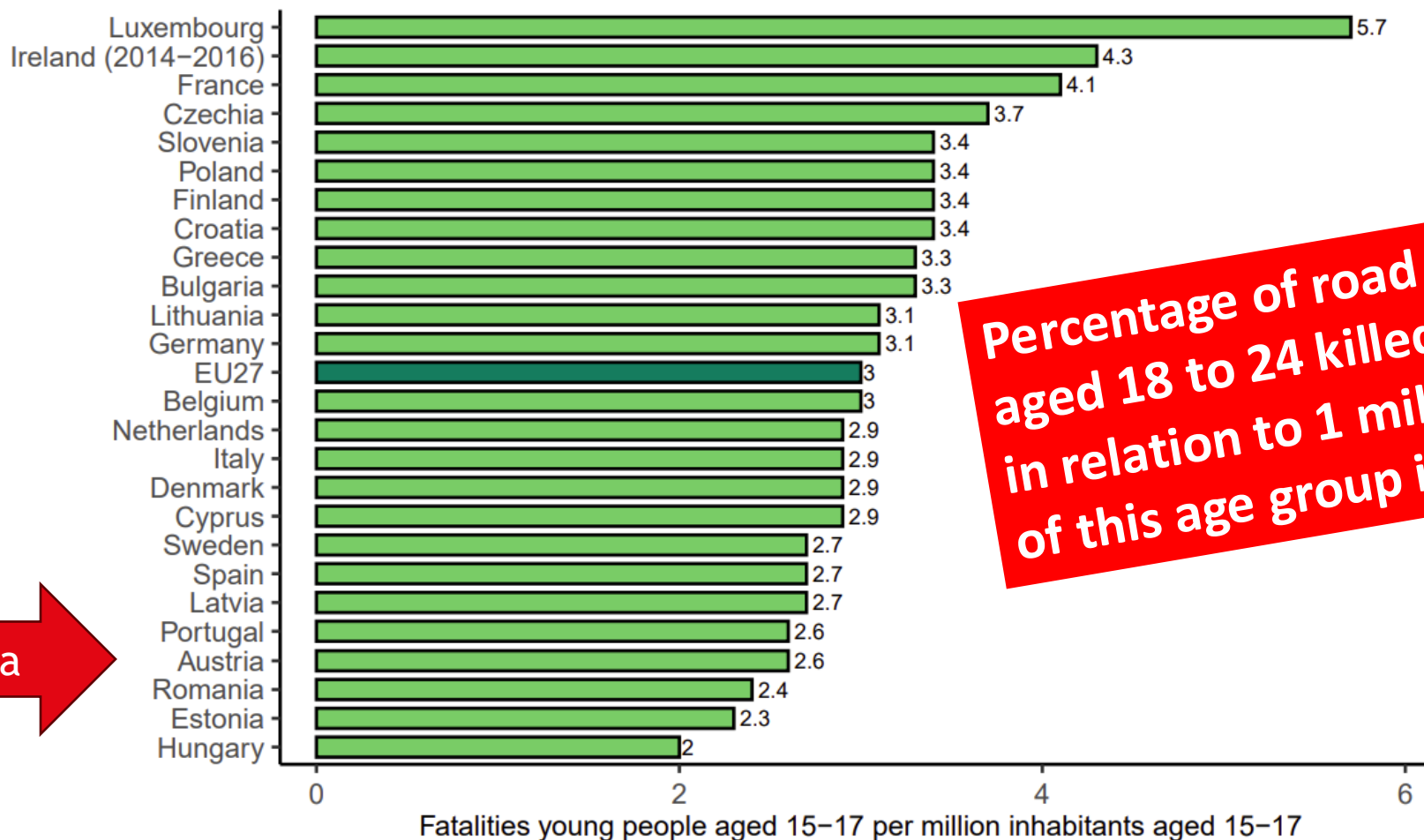
[Link: Image Film Second Phase Austria \(5:20 min\)](#)

This film deepens all the informations



# GREATER DECLINE IN INJURIES AMONG YOUNGER PEOPLE

**Figure 4.** Relative mortality rate for young people aged 18-24 per by country in the EU27 (2017-2019). Source: CARE, EUROSTAT



**Percentage of road users aged 18 to 24 killed in relation to 1 million inhabitants of this age group in the EU.**



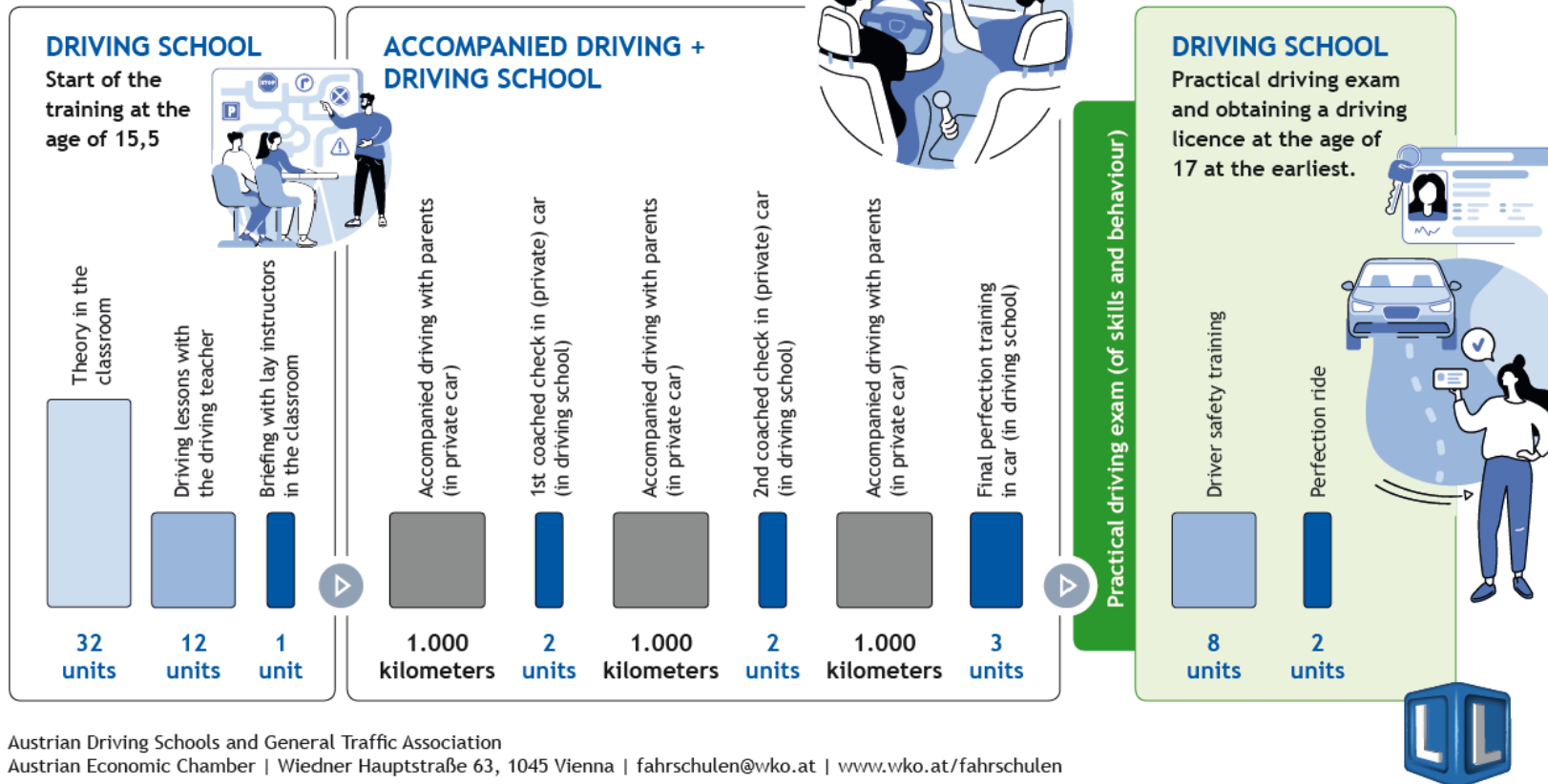
Note: countries that are not included in the Figures are Malta and Slovakia because of missing data

# AUSTRIA'S L17 LICENCE: DRIVING ALONE AGED 17



## DRIVING LICENCE TRAINING IN AUSTRIA

L17-Training and Second Phase Training (Driving alone with 17 years)



Austrian Driving Schools and General Traffic Association  
 Austrian Economic Chamber | Wiedner Hauptstraße 63, 1045 Vienna | fahrschulen@wko.at | www.wko.at/fahrschulen



# LEARNER D. HAS MANY CONTACTS WITH DRIVING SCHOOL

## Basic training (before exam)

- theory lessons in classroom (32 units)
- practical driving lessons (17 units in total:  $12 + 1 + 1 + 3 = 17$ )
- theory lessons together with lay instructor (3 units in total:  $1 + 1 + 1 = 3$ )  
(introductory briefing with parents; debriefing at 1<sup>st</sup> and 2<sup>nd</sup> coached check)

## Second Phase (after exam)

- 1<sup>st</sup> perfection drive (including feedback) (L17 excemtped) (2 units:  $1 + 1$ )
- Driver safety training and traffic psychology group interview (8 units:  $6 + 2$ )
- 2<sup>nd</sup> perfection drive (including feedback) (2 units:  $1 + 1$ )

sum: 32 units + 17 units + 3 units = 52 units plus 10 units = 2 units + 8 units = 63 units



*The EFA Board*



# Who is EFA



**24 National Driving Schools Associations**  
**12 Associate Members**  
**7 Road Safety Partners**

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**Standardization of Education and Examination of Future Drivers**  
**Standardization of Education and Examination of Driving Instructors**  
**Minimum Standards for Driving Schools**





# What EFA has done



## EFA as Expert at DG Move and UNECE

- High Level Expert Group on Road Safety
- Driving Licence Committee (DG Move)
- W.P. 1 and W.P. 29 UNECE



**THANK YOU FOR YOUR ATTENTION!**



## **Dr. Stefan Ebner**

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