

**RESOLUTION No. 46  
ON MEASURES TO REDUCE THE ACCIDENT RISK  
OF YOUNG DRIVERS**

[CM(85)18]

The Council of Ministers of Transport, meeting in Paris on 22nd November 1985,

**HAVING REGARD** to the attached report on “Measures to reduce the accident risk of young drivers”;

**CONSIDERING:**

- that the risk of accident is considerably greater for young drivers than for older drivers and that young drivers are more likely to be involved in accidents using the vehicle with which they first participate in motorised road traffic;
- that the reasons for the particular accident-proneness of young drivers are mainly inexperience, willingness to take risks and the learning situation of these road users;
- that because of their inexperience and often limited training young drivers are frequently involved in specific types of accident in which they lose control of the vehicle in a critical situation - going off the road, skidding, excessive speed and so forth;
- that their particular willingness to take risks stems from attitudes and behaviour patterns specific to young people and which can have serious effects particularly in motorised road traffic;
- that young drivers after obtaining their driving licence frequently gather experience in road traffic that influences their learning situation in an undesirable direction, such as witnessing violations of traffic regulations, such violation going unpunished, aggressive driving, etc.;

**RECOMMENDS** that the governments of ECMT Member countries should:

1. implement measures to improve the unfavourable accident situation for young drivers;
2. set the minimum age for participation in motorised road traffic sufficiently high with regard to national conditions;
3. consider the desirability of allowing young drivers initially to ride motorcycles of limited power only for a certain period unless the national legislation provides that the driver's ability is assured through other driving experience;
4. consider whether a probationary licence should be introduced for new drivers;

5. examine whether a driving licence should be introduced for mopeds;
6. encourage the improvement of driving school training and driving tests in such a way that the content is more related to attitudes and behaviour patterns;
7. step up publicity campaigns for young drivers and road safety education in schools;
8. consider persuading vehicle manufacturers to use voluntary restraint in their advertising in order to avoid the safety-reducing aspects (e.g. advertisements stressing maximum speeds);
9. step up traffic policing for the problem areas “driving under the influence of alcohol” and “inappropriate speed”, as these are among the most important causes of accidents among young drivers;
10. work towards making technical modifications, in particular to increase the maximum speed of mopeds impossible or at least considerably more difficult in countries where such tampering with mopeds is a particular problem;
11. examine whether importers could voluntarily renounce importing motorcycles with a power exceeding 75 kW.

**INSTRUCTS** the Committee of Deputies to take all necessary steps to improve the accident situation of young drivers and to report back in due course, taking into account of experience in the various Member countries.