

young drivers, training course, traffic accident

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ADDITIONAL TRAINING OF DRIVERS

Summary. The results of questionnaire between young student drivers are presented. The responders having drivers license no more than 3 years. The results suggested, that the participation in the practical training, for young drivers could be very important for more experience.

DOKSZTAŁCANIE KIEROWCÓW

Streszczenie. W artykule przedstawiono analizę wyników ankiety przeprowadzonej wśród młodych studentów kierowców. Respondenci mieli prawa jazdy nie dłużej niż 3 lata. Wyniki potwierdzają, że wprowadzenie dodatkowych praktycznych kursów dla młodych kierowców jest potrzebne do dalszego doskonalenia.

1. INTRODUCTION

There are 15 fatal accidents each day on Polish roads. It is a cruel statistic. In comparison it is 6 times more than in Portugal and 20 times more than in Norway. There are many reasons for that fact: number of motorways, intersection collision, culture of drivers, number of drunk drivers, etc. Between 1st and 3rd of May were caught 1000 drunk drivers by the Police in Poland. Alcohol is the cause of 10% of fatal accidents in Poland (i.e. 550 fatal accidents a year). What about other 90% of fatal accidents? Just to find answer to that question it was suggested that additional training of drivers should be done [1-6].

2. RESEARCH AND RESULTS

A survey was done among a group of 26 Polish young students, having drivers license no more than 3 years (table 1). Analyzing survey above, it was easy to observe that an average age of student driver was 20 years old (fig. 1).

Questionnaire filled by young drivers between 19 and 21 years of age, of which ~ 58% were aged 20 years (fig. 1). These are young drivers without great experience, sometimes only a few weeks or months after getting their driver's license. Among the respondents 31% were women, whose

experience in managing a car did not exceed 2 years. Among men - 54% surveyed said they drove a car less than two years, and only 15% more than 3 years (fig. 2). These results are reflected in both the distance of how young drivers overcome within a year, and expressing willingness to participate in additional training courses.

Table 1

A survey among a group of 26 Polish students about drivers

age	sex	number of years behind the wheel;	dystans per Lear, Mm	Skills, year	participation in the training	obligatory training
19	m	1,5	3	2	yes	yes
19	m	1,5	3	2	yes	yes
19	m	1,5	3	2	yes	yes
19	m	1,5	3	2	yes	yes
20	m	2	10-30	5	I do not know	I do not know
20	f	2	3-10	5	I do not know	I do not know
20	m	1,5	3-10	4	yes	yes
20	m	1,5	3-10	4	yes	yes
20	m	1,5	3	4	yes	yes
20	m	1,5	3	4	yes	yes
20	f	1,5	3	4	yes	yes
20	f	1,5	3	4	yes	yes
20	f	1,5	3	4	yes	yes
20	f	1,5	3	4	yes	yes
20	f	1,5	3	4	yes	yes
20	f	1,5	3	4	yes	yes
20	f	1,5	3	4	yes	yes
20	f	1,5	3	4	yes	yes
20	m	1,5	3	3	yes	yes
20	m	1,5	3	3	yes	yes
21	m	3	30	6	no	no
21	m	3	10-30	6	no	no
21	m	3	10-30	6	no	no
21	m	2	10-30	6	no	no
21	m	2	10-30	6	no	no
21	m	2	10-30	5	no	no
21	m	2	10-30	5	I do not know	I do not know

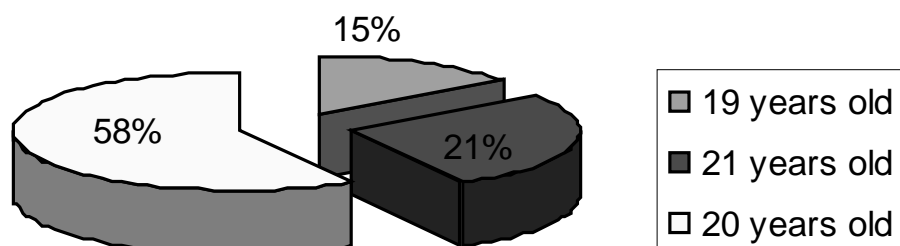


Fig. 1. Age of respondents
Rys. 1. Wiek ankietowanych

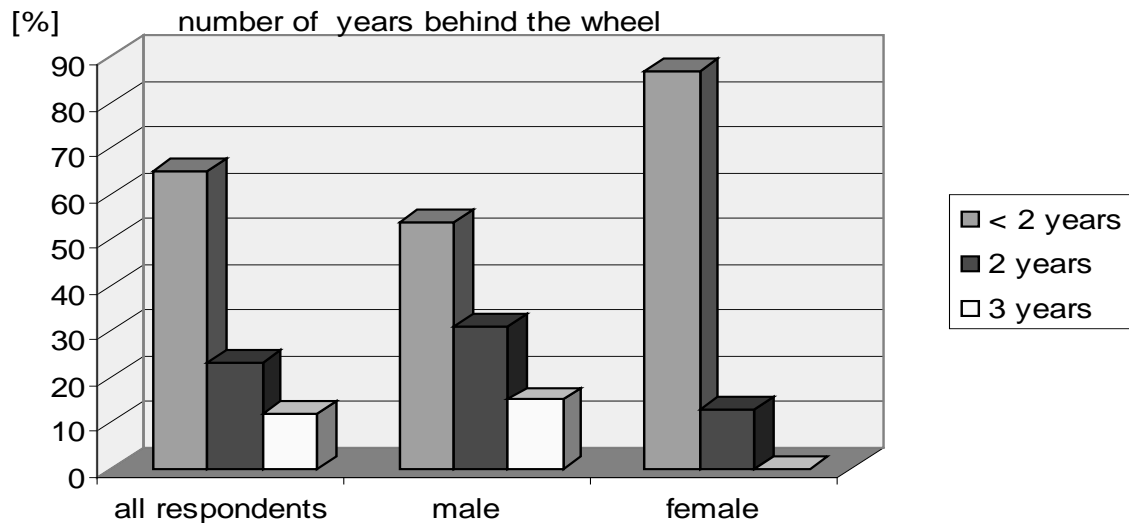


Fig. 2. Number of years behind the wheel

Rys. 2. Ilość lat prowadzenia pojazdu

100% of the respondents, whose experience ranged from less than two years have expressed willingness to participate in training courses, while believing that such courses should be compulsory. Overcome by them does not exceed the annual gap in the vast majority of 3000 km. Among the women surveyed 13% respondents that it overcome the annual gap between 3000-10000 km, the other declared that this distance is max 3000 km. Among man respondents, 44% beats the annual distance longer than 10000 km, including 6% of respondents said that more than 30000 km (fig. 3).

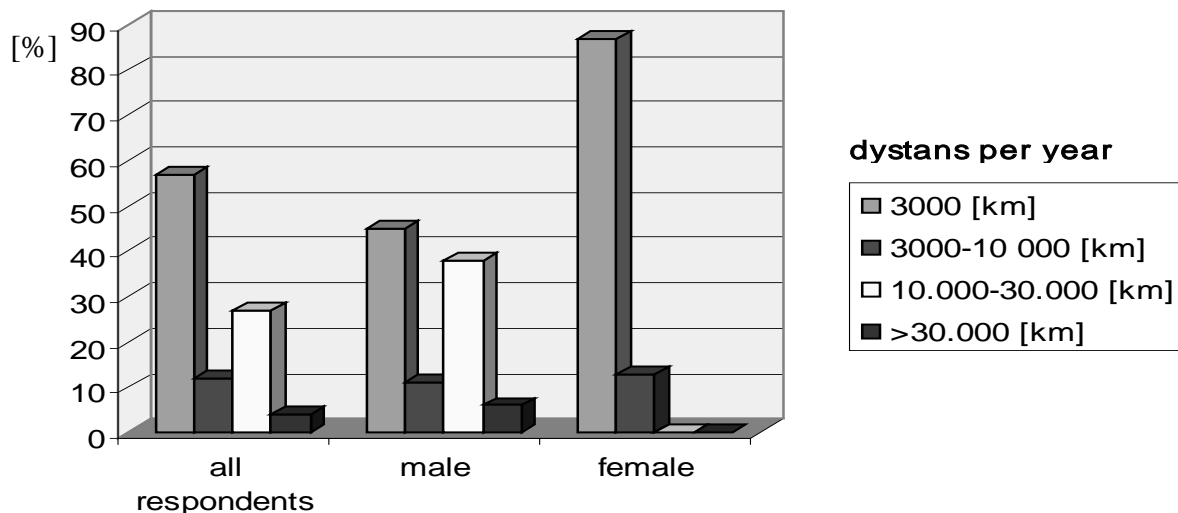


Fig. 3. Distance per years

Rys. 3. Przejechana odległość w ciągu roku

Both the drivers' age and experience - not only counted in years but also traveled km affect the expression of self-assessment skills and willingness to participate in additional training courses. Among women, all expressed their willingness to participate in training courses (further training). Among men expressed a wish to do so, all who have not traveled more than 10000 km. And 11% of respondents who drove a distance more than 10 000 km - had no opinion on the participation rate training, the remaining respondents, who have overcome a year within a distance of 30 000 km or more - have not expressed a desire to participate in additional courses (Table 1).

Women surveyed evaluated their skills at a good level. All surveyed characterized by a similar experience (usually two years behind the wheel, the distance to 3000 km / year). For men, the results are more varied (Figure 4). As many as 28% believe that they had an excellent ability to drive a car 17%, very good, 22% of that good. It is worth noting that the sufficient and insufficient evaluation of admitting only men, with less than 2 year practice of driving a car. You may find that when women experience the same rate their skills are higher than men's self-evaluation. In addition, all women were willing to participate in the especial extra course.

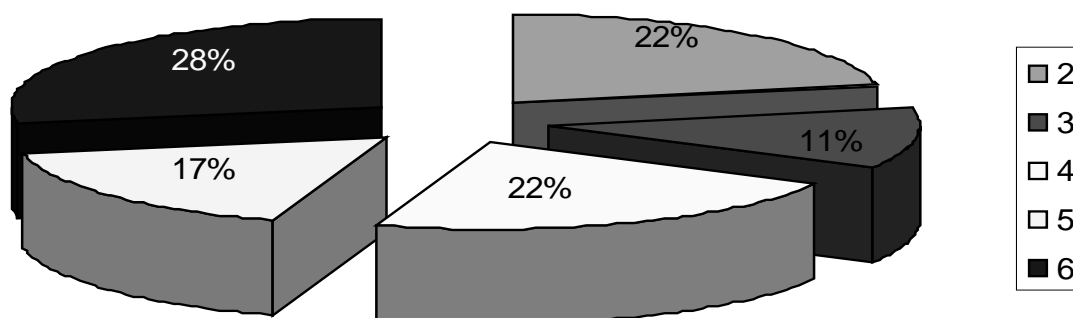


Fig. 4. Evaluation of skills (male)

Rys. 4. Wzrost umiejętności prowadzenia pojazdów (w grupie mężczyzn)

3. CONCLUSION

Analysis of the survey allows the following conclusions:

- 1) Young drivers, without experience need additional retraining courses. It shows:
 - self-esteem drivers (drivers, experienced less than two years assess their driving, or at most as good and declare their willingness to participate in training courses),
 - each of the drivers who have declared that they drive more than two years had a situation in which there may or there were bumps, collision, accident.
- 2) The experience depends on the driver's age, number of kilometers driven, continuity driving, as evidenced by the fact that only drivers with at least 3 years experience, passing through more than 10000 km / year rated their skills at a very good and higher.

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